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# **INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE**

Prepared under Editorial Supervision of  
Samuel MacClintock, Ph.D.

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The subjects listed below constitute the basic material of a course in Interstate Commerce and Railway Traffic. This course is especially designed to meet the constantly growing demand for efficiently trained men in railroad and industrial traffic work; to assist students to pass the examinations for government service under the Interstate Commerce Commission; and to meet the demand for men competent to direct the work of commercial organizations and traffic bureaus. With the exception of the Atlas of Railway Traffic Maps, the subjects listed below are covered in an average of approximately 200 pages each.

Atlas of Railway Traffic Maps  
Traffic Glossary  
Freight Classification; Some Ways of Reducing Freight Charges  
Freight Rates: Western Territory; Bases for Freight Charges  
Freight Rates: Official Classification Territory and Eastern Canada; Industrial Traffic Department  
Freight Rates: Southern Territory  
Publication and Filing of Tariffs  
Freight Claims; Investigation of Freight Claims; Routing Freight Shipments; The Bill of Lading; A Primary Lesson in Transit; Demurrage  
Railway Organization; Statistics of Freight Traffic; Railway Accounting  
The Express Service and Rates  
Ocean Traffic and Trade  
Railway Regulation  
The Act to Regulate Commerce and Supplemental Acts  
Conference Rulings; Procedure Before the Interstate Commerce Commission; Grounds of Proof in Rate Cases  
Application of Agency Tariffs  
The Law of Carriers of Goods  
Practical Traffic Problems

**LASALLE EXTENSION UNIVERSITY**

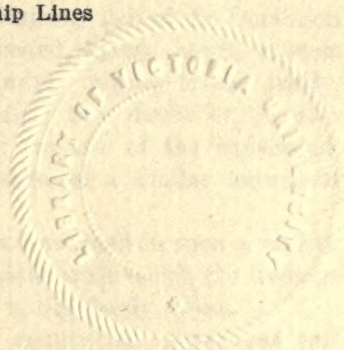


# TRAFFIC GLOSSARY

**R. E. RILEY**

Instructor in Interstate Commerce and Railway Traffic,  
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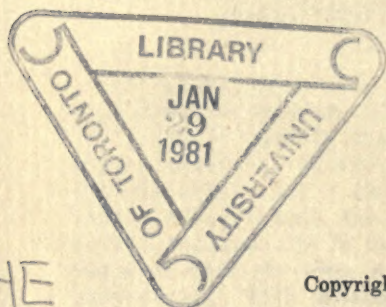
Formerly Instructor in Railway Transportation at Y. M. C. A.,  
New York City; Formerly with the I. C. R. R., N. Y. C.  
Lines, C. N. O. & T. P. Ry., C. H. & D. Ry., and  
B. & O. S. W. R. R., and S. P. Co.—  
Atlantic Steamship Lines



**LaSalle Extension University**

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## PREFACE

The purpose of this work is to fill a long-felt need on the part of railway and industrial traffic men for a brief, concise, and authoritative medium defining the many legal and technical terms and phrases, territorial descriptions, and abbreviations that are encountered constantly by them in the pursuit of their duties.

A fact to be greatly deplored in connection with American jurisprudence is that little or no attention is paid to defining the various subjects of regulation and the means by which they are to be regulated.

Foreign countries are chary of using phrases and terms of doubtful meaning, and where such terms and expressions are used, they are defined with the utmost exactness.

As an illustration, the so-called "Railway Act of the Dominion of Canada" defines such terms as board, charge, court, express toll, highways, goods, owner, railways, milling stock, traffic, working expenditure, thus eliminating any doubt or possible controversy as to the intent of the framers of the legislation. We search in vain for exemplifications of a similar nature in our Act to Regulate Commerce.

Many contracts of affreightment are couched in such a variety of legal terms and technical expressions with which the average traffic man is unacquainted that he is hopelessly at sea.

The territorial groupings of the country are numerous and extensive, and the first section of this work is given over to a general description of them, and while minor changes may occur from time to time, the description will suffice where a general knowledge only of them is desired. Actual practice territorial directories lawfully on file at the various commissions control.

It is the author's hope and belief that this work will find a welcome on the part of the shipping public and that it may

prove instrumental in bringing about a greater appreciation of shipping as a profession and promote a greater degree of efficiency on the part of railway and industrial men who have it in charge.

R. E. RILEY.

Chicago, September 1, 1917.



## SECTION A

### **TERRITORIAL TRAFFIC TERMS**

(1) Territorial Directory No. 3, or reissues, Central Freight Association, Transportation Building, Chicago; (2) Territorial Directory No. 1, or reissues, Western Trunk Line Committee, Transportation Building, Chicago; (3) Southwestern Lines' Territorial Directory No. 1, or reissues, Southwestern Tariff Committee, Century Building, St. Louis, Mo.; (4) Trans-Missouri Territorial Directory No. 1, or reissues, Trans-Missouri Freight Bureau, Midland Building, Kansas City, Mo.; (5) Exceptions to Official Classification, Central Freight Association, Transportation Building, Chicago; (6) Circular No. 1, or reissues, Western Trunk Line Committee, Transportation Building, Chicago; (7) Trans-Missouri Rules Circular No. 1, or reissues, Trans-Missouri Freight Bureau, Midland Building, Kansas City, Mo. It is not necessary to give tariff numbers in requesting these publications; but they are usually sent to interested shippers only, except where the price of the publication is enclosed.

#### **1. ASSOCIATED RAILWAYS OF VIRGINIA AND THE CAROLINAS TERRITORY**

(Map 5 and description on back thereof)

#### **2. ATLANTA SUBDIVISION TERRITORY (Or Carolina Territory South of Walhalla) (Map 5)**

Atlanta Sub-Territory is divided into (1) Carolina Territory South of Walhalla and (2) Atlanta Sub-Territory proper. The back of Map 5 contains descriptions of these territories and the map shows them in colors.

## TRAFFIC GLOSSARY

## 3. ATLANTA SUB-TERRITORY

(Map 5 and description on back thereof)

For a complete list of stations see Section 1 of "Southeastern Territory" of this section.

## CALIFORNIA TERMINALS

## CALIFORNIA :

East San Pedro	Redondo Beach	Western Pacific
Oakland	San Diego	Mole
Oakland Wharf	San Francisco	Wilmington
	San Pedro	

The more important "Intermediate Points" to which rates are based on the California Terminals are as follows:

## CALIFORNIA :

Alameda	Cudahy	Glen Fraser
Alcatraz	Dodsworth	Granger
Ambrose	Dolanco	Hercules
Antioch	Dolores	Hermosa Beach
Ardmore	Dominguez Jet.	Hobart
Avon	Dupont	Hyde Park
Bay Point	Dwight	Hynes
Bells	Earl	Inglewood
Benicia	East Oakland	Kohler
Berkeley	Eckley	Lawn
Bixby	Elftman	Livny
Blume	Elmhurst	Long Beach
Brighton Beach	El Segundo	Los Angeles
Bruce	Emery	Los Medanos
Burnett	Ferry Point	Luzon
Central Avenue	Fitchburg	Lynwood
Cerritos Oil Spur	Fleming	McAvoy
Christie	Florence	Mail Dock
Clearwater	Fruitland	Maltby
Compton	Fruitvale	Manhattan Beach
Corbin	Gaspur	Marmarosa
County Farm	Gately	Martinez
Crockett	Giant	Marysville



## CALIFORNIA—Continued.

Melrose	Port Costa	So. San Francisco
Mococo	Prince	South Vallejo
Mountain View	Redo	Stege
Muir	Redwood	Stockton
Nadeau Park	Rheem	Stockyards
National City	Richmond	Sunnyvale
N. C. & O. Transfer	Rodeo	Terminal Island
Nevada Dock	Rowley	Thenard
Nichols	Sacramento	Tormey
Nitro	Salt Works	Torrance
Nobel	San Jose	Tillman
Ocean Avenue	San Leandro	Tweedy
Oleum	San Pablo	Vallejo Junction
Opaco	Santa Clara	Vigorit
Ostend	Schindler	Vine Hill
Pacheco	Schmidt	Watson
Pacsteel	Seaside	West Alameda
Paraffin	Sedan	Weston Street
Peeco	Selby	Wildasin
Peyton	Seventh St.	Wiseburn
Pinole	Slauson	Workman
Pittsburg	Sobrante	Zinc

5. CANADIAN FREIGHT ASSOCIATION<sup>①</sup>

(Map 2)

Comprising stations named below in

NEW BRUNSWICK	ONTARIO	
NEWFOUNDLAND	PRINCE EDWARD ISLAND	
NOVA SCOTIA	QUEBEC	
NEW BRUNSWICK—All stations.		
NEWFOUNDLAND—All stations.		
NOVA SCOTIA—All stations.		
ONTARIO—All stations, except:		
Argon	Bigsby	Bonheur
Barclay	Biota	Braid

<sup>①</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago.).

## TRAFFIC GLOSSARY

ONTARIO—All stations, except—Continued.

Brule	Hawk Lake	Osko
Buda	Hodge	Ostersund
Busteed	Ignace	Oxdrift
Butler	Ingolf	Parry
Carlstadt	Kakabeka	Pine
Cross Lake	Kalmar	Poland
Dagero	Kaministikwia	Port Arthur
Dinorwic	Keewatin	Raith
Dryden	Kenora	Raleigh
Dyment	Linko	Savanne
Eagle River	Lowther	Scovil
Edison	MacMillan	Sheba
English	Margach	Sunshine
Falcon	Martin	Tache
Finmark	Megrund	Tamarac
Fort William	Minnataki	Upsala
Garwood	Murillo	Vermilion Bay
Gilbert	Neebing	Wabigoon
Gull	Niblock	Westfort
Gunne	Osaquan	Woonga

PRINCE EDWARD ISLAND—All stations.

QUEBEC—All stations.

6. CAROLINA TERRITORY<sup>Ⓞ</sup>

(Map 5)

Comprising stations in

GEORGIA

TENNESSEE

NORTH CAROLINA

VIRGINIA

SOUTH CAROLINA

GEORGIA—Stations as follows:

Blue Ridge	Kyle	Mountain City
Dillards	Mineral Bluff	Rabun Gap
Galloway	Murphy Jct.	Sweet Gum

<sup>Ⓞ</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).



NORTH CAROLINA—All stations except those shown on page 87.

SOUTH CAROLINA—Stations as follows:

Abbeville	Birch	Cantys
Acton	Bishopville	Carharrrt
Ada	Blackburn	Carlisle
Adams	Blacksburg	Carter Evans Log
Adamsboro	Blackstock	Spur
Adams Crossing	Blair	Carters Cross
Adger	Blakesvale	Roads
Airlee	Blaney	Cartersville
Alcot	Blenheim	Cash
Allens	Blue Brick Siding	Cassatt
Alston	Blythewood	Catawba
Altamont	Bonham	Catawba Jct.
Alton	Bookman	Cato
Aman	Borden	Causey
Ammons	Bowlin	Causey Platform
Anderson	Boykins	Cedar Springs
Angelus	Brand	Central
Argyle	Brent	Chandlers Siding
Ariel	Bristow	Chappell
Ashland	Brownsville	Cheddar
Atkins	Bryant	Cheraw
Auburn	Buck's Swamp	Cherokee Falls
Autun	Buckroe	Cherry's
Ayers	Buffalo	Chesnee
Barksdale	Buffalo Lick	Chester
Bascomville	Springs	Chesterfield
Bates	Calhoun	Chick Springs
Bell's Crossing	Calvert	China
Belton	Camden	Christman
Bennett	Camden Crossing	Claremont
Bennettsville	Camden Jet.	Clairmont
Berrys	Campbell	Clayton
Bethune	Campobello	Clayton Mill
Betts Mill	Campton	Clayburn
Beverly	Cana	Clements
Bingham	Cane Savannah	Clevedale

## SOUTH CAROLINA—Stations—Continued.

Cleveland	Dillon	Fallis
Clifton	Dinber	Fair Forest
Clinton	Dixie	Fairmont Mills
Clio	D. McL. Bethea's	Fairwold
Clover	Spur	Filbert
Clyburn	Donald	Fitz Hugh
Clyde	Donalds	Fletcher
Cold Point	Doncheno	Fletcher's Gin
College Spur	Donoho	Fletcher's Oil Mill
Cokers	Douglas	Florence
Collins Siding	Dovesville	Floydale
Columbia	Downs	Floyds
Congaree	Drake	Fork
Conquest	Dubose	Fort Lawn
Converse	Due West	Fort Mill
Cornwell	Dunbar	Fountain Inn
Coronaco	Duncan	Freese
Cothran	Durant	Frost
Courtenay	Durants Spur	Fudges
Cowpens	Dyson	Fuller
Crawford	Easley	Fulton
Crawford Siding	Eastover	Gaffney
Creight	East Spartanburg	Galavon
Croburk	Ebenezer	Gandy
Cross Hill (Harris Springs)	Edgmoor	Gantt
Crosswell	Edwards	Garlington
Dalzell	Elberry	Gary
Danson	Elgin	Genoa
Darlington	Ellerbee	Gibson Siding
Darraugh	Elliott	Gillespie
Dawkin	Enola	Godsey
De Kalb	Enoree	Golden Grove
De Loach	Evans	Goldville
Delphia	Evans Mill	Gopher
Delta	Evansville	Grace
Denver	Everetts	Gramlin
	Excelsior	Gray Court



## SOUTH CAROLINA—Stations—Continued.

Great Falls	Inman	Layton Brick
Greenville	Irby	Siding
Greenwood	Islay	Leeds
Greer	Jalopa	Leland
Gregory	James	Lenoker
Groce	James Crossing	Leslie
Guess	Jefferson	Lester
Guthries	Jenkins Spur	Lewis
Hagood	Jonesville	Libby
Hamer	Jordania	Lides
Hammond	Junction	Little Rock
Hancock	Kaolin Works	Littleton
Hares Siding	Kelly	Locke
Harmony	Kemper	Lockhart
Hartsville	Keowee	Lockhart Jct.
Hayne	Kershaw	Long Cane
Haynesworth	Kilgore	Loring
Heath Springs	Killian	Lota
Helen	Kimberly	Lowrys
Helena	Kinard	Lucknow
Hellams	Kings Creek	Lugoff
Herbert	Kirkwood	Lumber
Hicklin	Knox	Lunn
Hickory Grove	Kollocks	Lydia
Hickson	Lamar	Lykes
Hillside	Lancaster	Lylesford
Hodges	Lando	Lynchburg
Hollis	Landrum	Lynch River
Holmesville	Landsford	Lumber Co.
Honea Path	Laney	McBee
Hoovers Siding	Lanford	McCabe
Hope	Latham	McColl
Hubbard	Latta	McColl's Siding
Hyatts	Laughlin	McConnells
Iceman Mill	Laurens	McCoys
Indian Siding	Law's	McCutchen

## SOUTH CAROLINA—Stations—Continued.

McDaniels	Miller	Pacolet
McDonald	Minturn	Pageland
McGill	Monaghan	Pages Mill
McInnes	Monarch	Palmetto
McKennon	Montague	Paris
McKeown	Mont Clare	Parker
McLaurens	Montgomery	Parks
McLaurin's Mill	Montrose	Patrick
McNeills	Moore	Paulson
Maddens	Moore's Ballast	Peak
Madeline	Pit	Pee Dee
Mallory	Morrell	Pelzer
Malta	Mt. Crogan	Pendleton
Mannville	Mountville	Phinneys
Maplehurst	Mount Zion	Pickens
Maple Mills	Mullins	Piedmont
Maple Swamp	Munster	Pierces
Marietta	Neals Shoals	Pinedale
Marion	Newberry	Pleasant Hill
Marion County	New Market	Pomaria
Lumber Co.	Newport	Pontiac
Marlboro	Nichols	Pride
Mars Bluff	Ninety-Six	Prosperity
Mascot	Nitrolle	Red Bluff
M. & S. Jet.	Norris	Red Point
Mauldin	Norton	Remberts
May	Oak Grove	Renno
Mayesville	Oakvale	Republic Cotton
Mayo	Ogden	Mills
May's Brick Yard	Old Point	Revells Siding
Meadows	Old Town	Richburg
Meeks Siding	Omohundro	Ridgeway
Melier's	One Mile Siding	River Falls
Meredith	Ora	Rivers
Mickel John	Orrs	Riverside
Lumber Co.	Oswego	Riverview
Middendorf	Owings	Robins Neck



## SOUTH CAROLINA—Stations—Continued.

Rock Hill	Sims	Toxaway
Rockton	Smallwood	Traveler's Rest
Rocky Bluff	Smith	Trexler
Roddy	Smithboro	Tucapan
Rodman	Smyrna	Una
Roebuck	Society Hill	Union
Rogers	South Clinton	Van Wyck
Rowells	Southern Ry. Jct.	Walhalla
Royster	Southern Crossing	Wallaceville
Ruby	Spalding	Ware Shoals
Ryttenburg	Spartanburg	Warner
St. Charles	Spearman	Wateree Bridge
Salliehill	Spence	Waterloo
Saluca	Springdel	Watson's Brick
Sandy River	Squires	Yard
Sandy Springs	State Farm	Watson's Siding
Santuc	State Park	Weatherby
Scapo	(Formerly Dent)	Weddell
Scotts	Stockton	Wedgefield
S. A. L. Crossing	Stoneboro	Welch
Seals	Stornoway	Wellford
Segars	Strickland	West Anderson
Sellers	Strother	West Marion
Seneca	Sumter	Weston
Shamokin	Swandale	West Union
Sharon	Swifton	Westville
Sharp	Switzer	Whealers
Shaw's Quarry	Syracuse	White Horse
Shelton	Tabor	White Oak
Shepard	Tatum	Whites
Sheriff	Taylor	Whitestone
Shoals Jct.	Taylors	Whitmire
Sibley	Thicketty	Wilburn
Sigsbee	Thompsons	Williamstown
Silver Street	Timmons ville	Winburn
Simpson	Tirzah	Winnsboro
Simpsonville	Todd's Still	Winona

## SOUTH CAROLINA—Stations—Continued.

Woodruff	Wylie	Zemps
Woods	Wysacky	Zion
Woodward	Yorkville	

## TENNESSEE—Stations as follows:

Addison	Browns	Crandall
Afton	Buckeye	Crows
Alcoa	Buladeen	Dante
Allegheny	Bulls Gap	Dedies
Alnwick	Burnett	Delano
Alpha	Butler	Del Rio
Amarco	Calhoun	Denton
Amerine	Cambria	Disney
Apalachia	Carden's Bluff	Doe
Arden	Carnegie	Doone
Arline	Carter	Dove
Armona	Caryville	Ducktown
Athens	Caswell	Duncan
Austral	Chandler	Earhart
Avoca	Charleston	Ebenezer
Azah	Chestnut Ridge	Edwina
Bacon's Ferry	Chestoa	El Dorado Jet.
Bearden	Childers	Elizabethton
Benton	Chilhower	Elkanah
Binfield	Chotah	Elk Valley
Blevins	Chuckey	Embreeville
Bluff City	Clear Springs	Englewood
Bluffton	Cleveland	Erwin
Black Oak	Clinton	Etowah
Block	Coal Creek	Ewing
Boyd	Coffman	Fagin
Boyd's Creek	Coile	Farner
Braemar	Concord	Fishery
Briceville	Copperhill	Fish Springs
Bridgeport	Copper Ridge	Ford
Bristol	Crabtree	Friendsville
Bristol Road	Craigmar	Frog Level



## TENNESSEE—Stations—Continued.

Garber	Leadville	Mountain City
Gillman	Lenoir City	Mt. Olive
Gouge	Lilac	Mt. Vernon
Grady	Limestone	Naillon
Greenback	Limestone Cove	Neubert
Greeneville	Little River	Neva
Gudger	Loudon	Newcomb
Hall	Louisville	New Market
Hamilton	Loves	Newport
Hampton	McCains	Newport Jct.
Hartford	McGhee	Niota
Hass' Mill	McFarland	Nonaburg
Heiskell	McKelder	Oak City
Hiwassee	McMahan	Offutts
Hodges	McMillan	Okolona
Holland	McMullens	Oster
Hubbard	Madisonville	Oswald Dome
Hunter	Maple Siding	Oswego
Jacksboro	Marbleton	Paint Rock
Jefferson City	Marion Anna	Pardee Point
Jena	Marmor	Patty
Johnson City	Martel	Peak
Jonesboro	Maryville	Philadelphia
Jukes	Mascot	Piney Flats
Katherine	Mashburn	Pioneer
Keensburg	Maymead	Pitners
Keplinger	Meadow	Plank
Kincaid	Melrose	Pleasant Grove
Kincaid Spur	Mentor	Powell
Kingsley	Midway	Probst
Kingsport	Miller	Rader
Kiser	Milligan College	Rankin
Knapp	Mint	Reagan
Knoxville	Mohawk	Red Ash
Laban	Montvale	Rega
La Follette	Morristown	Reeves
Lanceville	Mosheim	Reliance

## TENNESSEE—Stations—Continued.

Renfro	Sparkville	Vasper
Revilo	Stanfiel	Vestal
Riceville	Stansbury	Vonore
Riverside	Straw Plains	Walkers
Roan Mountain	Sunline	Walland
Rockford	Sunshine	Washington
Roe	Sutherland	College
Rorex	Sweetwater	Watauga
Roseberry Zinc	Sycamore Shoals	Watauga Point
Works	Talasse	Welwyn
Russellville	Talbott	West Knoxville
Sadie	Tasso	West Myers
Sanford	Taylors	Wetmore
Sawton	Telford	White Pine
Scottville	Tellico Plains	White Rock
Sevierville	Titus	Whitesburg
Seymour	Toms	Wilbur
Shady	Topsive	Willards
Shell Creek	Townsend	Wilson's Station
Shooks	Turley	Wilton Springs
Shouns	Turtletown	Wiltshire
Siam	Turtletown Jet.	Winner
Singleton	Unaka Springs	Witt
Smalling	Unicoi	Wolf Creek
South Knoxville	Valley Forge	Woolridge
Sowles	Vance	Wyncote

## VIRGINIA—Stations as follows:

Adams Grove	Apple	Bassett
Aiken Summit	Arey	Berry Hill
Alberta	Arral	Blaine
Alexanders	Arringdale	Bocock
Alms House	Ashley	Bookers
Altavista	Axton	Boones Mill
Alton	Bannister	Boxwood
Angle	Barksdale	Boydton
Antlers	Baskerville	Boykins

## VIRGINIA—Stations—Continued.

Bracey	Collier	57 Mile Siding
Branchville	Corapeake Jet.	Finchley
Brietile	Courtland	Finneywood
Brinkley	Critz	Fishburn
Bristol	Cross Roads	41 Mile Siding
Brodnax	Crystal Hill	49 Mile Siding
Brookneal	Crystal Springs	55 Mile Siding
Brooks	Cypress	Fontaine
Buffalo Jet.	Dahlia	Forbes
Buffalo Lithia	Damascus	Foremans
Springs	Dan River	Fort Mitchell
Bufords	Danville	Foxes
Burgess	Dauntless	Franklin
Burnt Chimneys	Davis	Freeman
Burts	Delaware	Galveston
Burts Siding	Dennis	Garst
Butterworth	Denniston	Gays Siding
Butts	De Witt	Gisnal
Caleb	Dinwiddie	Glade Hill
Capron	Dip	Gladys
Carlisle	Drakes Branch	Goebel
Carrsville	Drewryville	Grandy
Carson	Drol	Gray
Cascade	Dry Fork	Green Bay
Casey	Durmid	Green Plain
Cashie Siding	Earlys	Greer
Charlie Hope	Edgerton	Gretna
Chase City	Edgewood	Grizzard
Chatham	Eley	Hagood
Chatmos	Elwood	Hairston's Siding
Christie	Emporia	Handsom
Clarion	Esnon	Henry
Clarksville	Evington	Herbert
Clarkton	Fall Creek	Hickory Ground
Clover	Farmer	Hilda
Cluster Springs	Fentress	Hitchcock Mill
Cochran	Ferrum	Hogan Siding



## VIRGINIA—Stations—Continued.

Holland	Meherrin	Pierce & Aker
Homeville	Melton Siding	Pig River
Houston	Merideth	Pittsville
Hugo	Milk Landing	Pleasant Shade
Hurt	Modat	Pope
Huske	Montview	Powell
Isaac	Mossingford	Preston
Jarratt	Motley	Prilliman
Jeffress	Naruna	Providence Jct.
J. L. Jennings	Nathalie	Purvis
Kempsville	Nelson	Racume
Keysville	Newbill	Randolph
Kibler	Newell	Rawlings
Koehler	News Ferry	Reams
Kress	Newsome Lumber	Redwood
La Crosse	Co.	Reigate
Lanahan	Newsoms	Ridgeway
Lawrenceville	Nichols	Ringgold
Lawyers	Nilpond	Riverview
Leaksville Jct.	Noding	Roanoke Brick Co.
Lees Mill	Northwest	Rocky Mount
Lennig	Nurney	Rorer Mines
Lima	Oak Hill	Rustburg
Logdale	Ockward	Rux
Lone Jack	Old South Quay	Ryan
Lumberton	Ontario	St. Brides
Lummis	Ory	Sandy Level
Lusks	Otter River	Saunders
McBride	Pace	Saxe
McGuffin	Pacoman Siding	Scottsburg
McKenney	Patrick Springs	Selby
Martinsville	Paynes	72 Mile Siding
Mason	Pedigo	Siddon
Mayo	Pen Hook	Skelton
Mays & Crowder	Pettys	Skipwith
Spur	Philpott	Soudan
Meadowfield	Pickerels	South Boston

## VIRGINIA—Stations—Continued.

South Clarksville	Taylorsyde	Waller
South Emporia	Tolley	Waller
South Hill	Toshes	Walumco
South Quay	Trego	Ward Springs
Spencer	Turner	Warfield
Starkey	22 Mile Siding	Wassett
Stella	28 Mile Spur	Whaley
Stokesland	39 Mile Siding	Whittle
Stony Creek	Union Hall	Wilson Lumber
Story	Union Level	Co.
Stuart	Urguhart's Spur	Winfall
Sutherland	Vabrook	Wirtz
Sycamore	Vey	Wolf Trap
Tanwood	Vindrew	Wrights
Taylor	Virgilina	Yale

7. CAROLINA TERRITORY SOUTH OF WALHALLA  
(Or Atlanta Subdivision Territory)  
(Map 5)

For a complete list of stations see Section 2 of "Southeastern Territory" of this section.

8. CENTRAL FREIGHT ASSOCIATION TERRITORY<sup>Ⓐ</sup>  
(Map 8)

Comprising the stations named below in

ILLINOIS	MICHIGAN	ONTARIO
INDIANA	MISSOURI	PENNSYLVANIA
IOWA	NEW YORK	WEST VIRGINIA
KENTUCKY	OHIO	WISCONSIN
MARYLAND		

including prorating points subject to the Official Classification and Exceptions thereto

ILLINOIS—All stations except:

Alden	Dakotah	Galena on C. & N.
Buena Vista	Durand	W. Ry.
Davis		Genet

<sup>Ⓐ</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).

## ILLINOIS—Stations—Continued.

Hebron	Orangeville	Roscoe Siding
Latham Park	Red Oak	Ruby
Lawrence	Rock City	Scioto Mills
McConnell	Rockton	Shirland
Millbrig	Roscoe	Winslow

## INDIANA—All stations.

## IOWA—Stations as follows:

Beck	Folletts	Pleasant Creek
Bellevue	Ft. Madison	Pleasant Valley
Bettendorf	Galland	Princeton
Bricker	Gordon's Ferry	Sabula
Buffalo	Green Island	Sandusky
Bullard	Kemper	Shaffton
Burlington	Keokuk	Shoecraft
Camanche	LeClaire	Shopton
Cascade (Des Moines Co.)	Linwood	Spring Grove
Clinton	Lyons	Tile Works
Dubuque	Macuta	Viele
Davenport	Montpelier	West Burlington
Elk River Jet.	Montrose	West Keithsburg
Fairport	Moorar	Wever
	Muscatine	

## KENTUCKY—Stations as follows:

Altamont	Buena Vista	Dayton
Ashland	California	Deep Cut
Ashland Jet.	Carntown	Dover
Augusta	Carrs	Edgington
Beagle	Carter	Fair Grounds
Beckett	Catlettsburg	Fayette
Bellefonte	Chaffee	Fire Brick
Bellevue	Chalkley	Foster
Bradford	Clyffeside	Frost
Brent	Concord	Fullerton
Broshears	Covington	Garrison
Bruce	Davis	Georgetown



**KENTUCKY—Stations—Continued.**

Glenn	Melbourne	St. Paul
Glen Park	Mentor	Sand Hill
Gray's Branch	Mitchell	Siloam
Greenup	Newport	Silver Grove
Henderson	New Richmond	Smith's Creek
Hermann	Normal	South Portsmouth
Higginsport	Norton	South Ripley
Hodges	Oneonta	Springdale
Hoist	Owensboro	Sullivans
Irwin	Paducah	Tannery
Ivor	Paris	Taylor
K. C. Jet.	Pence	Trace
Kirkville	Pike Crossing	Upper Bruce
Latonia	Poplar	Utopia
Lexington	Quincy	Vanceburg
Limeville	Red Brush	Walton
Little Sandy	Riverton	Water Works
Lloyd	Rock Crusher	Wellsburg
Lock No. 35	Rock Springs	Williams
Louisville	Rome	Willow Grove
L. & N. Jet.	Ross	Winchester
Manchester	Ruggles	Wright
Maysville	Russell	Wurtland

**MARYLAND—Stations as follows:**

Buffalo Run	Geices	Selbysport
Friendsville	Kendall	

**MICHIGAN (Lower Peninsula)—All stations.****MICHIGAN (Upper Peninsula)—Stations as follows:**

Manistique	Menominee	Thompson
Manistique Wharf	St. Ignace	

**MISSOURI—Stations as follows:**

Alexandria	Canton	Fenway
Ashburn	Clemens	Gregory
Busch	Dunsford	Hannibal

## MISSOURI—Stations—Continued.

Helton	La Motte	St. Louis
Huiskamp	Louisiana	Saverton
Ilasco	Munger's Switch	West Quincy
La Grange	Reading	White Rock
Lamb	Riverland	

## NEW YORK—Stations as follows:

Abbott's Road	Dayton	Hamburg-on-the-
Angola	Depew	Lake
Ashville	Derby	Harriet
Athol Springs	Dunkirk	Hodgeville
Bay View	East Buffalo	Hoffman
Beach Ridge	East Buffalo	Hurlburt
Big Tree	Stock Yards	Indian Church
Black Rock	East Buffalo	International Jet.
Blasdell	Transfer	Irving
Brainard	Ebenezer	Jamestown
Brocton	Echota	Kellogg
Buffalo	Eden Centre	Kennedy
Buffalo Creek	Eden Valley	Kensington
Buffalo Dock	Elk	Lackawanna
Buffalo Jet.	Elwood Park	Lake View
Buffalo Lake	Falconer	Lakewood
Buffalo Ore Dock	Falconer Jet.	Lancaster
Buffalo Town	Farnham	Laona
Cambria	Fentonville	La Salle
Cassadaga	Forestville	Lawtons
Cattaraugus	Forks	Lewiston
Cemetery	Forsyth	Lily Dale
Cheektowago	Fredonia	Little Valley
Cherry Creek	Frewsburg	Lockport
Clover Bank	Gales	Main St. (Buffalo)
Clymer	Gardenville	Mapleton
Cold Spring	Gerry	Markhams
Collins	Gowanda	Martinsville
Concord	Hamburg	Mayville
Conewango		Moons

## NEW YORK—Stations—Continued.

Murphy's	Randolph	Tunesassa Lumber
Niagara Falls	Red House	Co., Nos. 1 and 2
Niobe	Ripley	Van Buren
North Collins	Roland	Waite's Crossing
North Evans	Salamanca	Walden Avenue
North Tonawanda	Sanborn	(Buffalo)
Nortons	Sand Siding	Wanakah
Nypenn	Sheridan	Washburn
Onoville	Sherman	Water Valley
Panama	Silver Creek	Watt's Flats
Peeks Siding	Sinclairville	Westfield
Pendleton Centre	Smith's Mills	West Perrysburg
Pennsylvania R. R.	South Dayton	West Salamanca
Jet.	South St.	West Seneca
Perrysburg	(Brocton)	Weyer
Persia	State Line (Chau-	Whitmier
Pomfret	tauqua Co.)	Williamsville
Portland	Steamburg	Winchester
Pratts	Summerdale	Woleben
Prospect	Suspension Bridge	Wolf Run
Quaker Bridge		Wurlitzer

## OHIO—All stations.

## ONTARIO—Stations as follows:

Ainslie	Bartonville	Brandy Creek
Allanburg	Beach Road	Brantford
Alvinston	Beachville	Bridgeburg
Amherstburg	Beamsville	Brigden
Appin	Bear Line	Brookfield
Appin Jct.	Belle River	Brownsville
Arkwood	Belmont	Burford
Arner	Black Creek	Burgessville
Attercliffe (Monck	Blackeley	Burke
Co.)	Blenheim	Buxton
Aylmer	Blenheim Jct.	Cainsville
Bairds	Blytheswood	Caledonia
Ballsville	Bothwell	Canfield



## ONTARIO—Stations—Continued.

Canfield Jct.	Eastwood	Harrow
Caradoc	Eberts	Hatchley
Cayuga	Eddy's	Hawtrey
Cedar Springs	Eden	Haycroft
Chantler	Edgars	Hewitt
Charing Cross	Edward	Hickson
Chatham	Ekfrid	Highgate
Chautauqua Jct.	Ellaton	Holmesdale
Chippawa	Elmstead	Huffs
Churchs	Ennett	Humberstone
Coatsworth	Essex	Hyde Park Jct.
Colemans	Falls View	Ingersoll
Comber	Fargo	Inwood
Cooks	Fenwick	Iona
Copetown	Fletcher	Jarvis
Corinth	Fonthill	Jeanettes
Cornell	Forrestville	Jeanette's Creek
Corunna	Fort Erie	Jerseyville
Courtland	Garnet	Jordan
Courtright	Glanford	Kent Bridge
Crumlin	Glanworth	Kerwood
Currie	Glencoe	Kimballs
Darling Road	Glen Rae	Kingscourt Jct.
Darrell	Glenwood	Kingsmill
Decewsville	Gobles	Kingsville
Delhi	Gordon	Komoka
Desmarasis	Governor's Road	Lake Beach
Diltz	Grassies	Lake Erie
Dorchester	Griffin's	Lake Shore Jct.
Dover Center	Grimsby	Larkin
Dresden	Grimsby Beach	La Salette
Dufferin	Hagersville	Lawrence
Dumfries	Hamilton	Leamington
Dundas	Harley	London
Dunnville	Harrietsville	Longwood
Dutton	Harris	Lowbanks
E. & O. Jct.	Harrisburg	Lynden

## ONTARIO—Stations—Continued.

Lynn Valley	Niagara Jet.	Port Colborne
Lythmore	Niagara - on - the-	Port Dalhousie
McGregor	Lake	Port Davidson
McNab	Nixon	Port Dover
Maidstone	North Appin	Port Lambton
Mandaumin	North Bothwell	Port Robinson
Marshfield	North Chatham	Port Rowan
Marshville	North Glencoe	Port Stanley
Melbourne	North Newbury	Port Weller
Melrose	North Thamesville	Port Weller Jct.
Merlin	Northwood	Prairie Siding
Merritton	Norwich	Princeton
Middlemarch	Oakland	Puce
Middlemiss	O'Dell	Putnam
Middleport	Oil City	Queenston
Middletown Line	Oil Springs	Ranges
Mineral Springs	Oldeastle	Renton
Mitchell's Bay	Onondaga	Renwick
Montague	Ontario Heights	Richardson
Montrose	Ostrander	Ridgetown
Montrose Jct.	Otterville	Ridgeville
Mooretown	Ouvry	Ridgeway
Moulton	Paincourt	Ringold
Mt. Brydges	Paincourt Jct.	Rodney
Mt. Elgin	Paquette	Rond Eau
Mt. Pleasant	Paris	Rosslyn
Mt. Vernon	Paxton	Ruscomb
Muirkirk	Paynes	Ruthven
Mull	Pelton	Rymal
Muncey	Perry	St. Anns
Nelles' Corners	Petrolia	St. Catharines
Netherby	Petrolia Jct.	St. Catharines Jct.
Newbury	Piggotts	St. Clair
New Canaan	Pike Creek	St. Clair Jct.
New Durham	Pleasant Ridge	St. Davids
New Sarum	Point Edward	St. George
Niagara Falls	Port Burwell	St. Joachim

## ONTARIO—Stations—Continued.

St. Thomas	Stoney Point	Walkerville
St. Williams	Straffordville	Walkerville Jct.
Salford	Strathroy	Wallaceburg
Sandison	Stringer	Walsh
Sarnia	Stromness	Wanstead
Sarnia Tunnel	Summit	Waterford
Scotland	Taylor	Watford
Seneca	Tecumseh	Watson
Sea Cliff Park	Thamesford	Waubuno
Shedden	Thames River	Wawanosh
Sherks	Thamesville	Weidmans
Shipyard	Thorold	Welland
Shrewsbury	Tilbury	Welland Jct.
Silverdale	Tillsonburg	West Lorne
Simcoe	Townsend	Westminster
Smithville	Tupperville	Wheatley
Sombra	Vanessa	Whitebread
Souterville	Vaughn	Whites
Southwick	Victoria	Wigle
Southwold	Victoria Park	Wilkie
Springfield	Vienna	Windham
Springford	Villa Nova	Windsor
Stamford	Vineland	Winona
Staples	Vinemount	Woodslee
Stevens	Vittoria	Woodstock
Stevenson	Vosburg	Wyoming
Stevensville	Wainfleet	Yarmouth
Stony Creek	Walkers	Zorra

## PENNSYLVANIA—Stations as follows:

Ache Jct.	Acosta	Ajax
Acheson	Adah	Akeley
Ackleson	Adams	Aladdin
Acme Coke Works	Adamsville	Albion
Acme Ovens	Adelaide	Alice Mines
(Penn Coke Co.)	Aiken (Allegheny	Alicia (Fayette
Acme Works	Co.)	Co.)



## PENNSYLVANIA—Stations—Continued.

Alicia Works	Andrico	Banning
Aliquippa	Annandale	Barber's
Allegheny	Antram	Barking
Allegheny (Anderson St.)	Apollo	Barnes Crossing
Allegheny (Chestnut St.)	Ardara	Baum
Allegheny (Locust St.)	Arden	Beachley Mine
Allegheny (North Ave.)	Arensberg	Beadling
Allegheny (Pittsburg, North Side)	Argentine	Bear Lake
Allegheny (Preble Ave.)	Argyle	Bear Run
Allegheny (South Ave.)	Armstrong	Beatty
Allegheny Valley Brick Co.	Arona	Beatty Collier
Allenport	Arnold	Beaver
Allison	Arnold City	Beaver Falls
Allison Park	Aspinwall	Beaver Road
Allison Works No. 1	Atchison	Becks Run
Allison Works No. 2	Atlantic	Beechmont
Allsworth	Atlantic Colliery No. 2	Belle Bridge
Alpsville	Atlantic Mine	Belle Valley
Althom	Atlantic Refinery	Belle Vernon
Alverton	Colliery No. 36	Bellevue
Amasa	Atwells Crossing	Belmar
Ambridge	Aultman	Ben Avon
American Works No. 2	Avalon	Benicoll
Anderson	Avella	Bentleyville
Anderson Road	Avonmore	Besco
	(Westmoreland Co.)	Bessemer
	Baden	Bessemer Transfer
	Bagdad	Best Siding
	Bagdad Colliery	Bethany Works
	Baggaley	Bethel
	Bailey Point	Biddle
	Baird	Bidwell
	Bakerstown	Big Bend
	Bamford	Big Meadow Run
	Banksville	Bishop
		Bitner

## PENNSYLVANIA—Stations—Continued.

Bitner Coke Works	Brent	Buena Vista
Bittner Ovens	Brevard	Buffington Works
Blackburn	Brewster Mine No. 1	Buhls
Black Diamond	Brewster Mine No. 2	Burger
Black Lick	Bridgeport Mine No. 1	Bunola
Blackstone Colliery	Bridgeport Works	Burchinal Ovens
Black's Run	Bridgeville	Burdine
Blairsville	Bridgewater (Beaver Co.)	Burgettstown
Blairsville Inter-section	Briar Hill	Burrell
Blaisdell Jet.	Briar Hill Works	Bute
Blue Stone Quarries	Brightwood	Butler
Blythedale	Brilliant	Butler Jet.
Boggs	Brinker	Butler Transfer
Bolivar	Brinkerton	Cabot
Bonnie Brook	Briquette	California
Border	Broadford	California Provision Co.
Borland	Broadford Jet.	Callery
Boston	Brook	Calumet
Boswell	Brown	Cambridge Springs
Boughton	Brownfield	Camden
Bouquet	Browning Coke Co.	Campbell (Allegheny Co.)
Bovard	Brownsdale (Allegheny Co.)	Cannellton
Bower Hill	Brownsville	Canonsburg
Boyce	Brownsville Jet.	Carbon
Boyer Works	Brownsville Road	Carbon Brick Co.
Brackenridge	Brownsville Works	Carbon Center
Braddock	Bruceton	Carlton
Bradenville	Bruin	Carmona
Braeburn	Brush Run Ovens	Carnegie
Branch	Bryant	Carney Mine
Branchton	Buchanan	Carter
Brandon	Buckeye	Carter Iron Co.
Braznell		Casselmann
		Castle Shanon
		Catfish

## PENNSYLVANIA—Stations—Continued.

Cecil	Claysville	Concord
Cedar Creek	Claytonia	Conemaugh
(Westmoreland	Clevers	Confluence
Co.)	Cliff Mine	Confluence & Oak-
Celia	Cloe	land Jet.
Centreville (Craw-	Clokey	Conneaut Jet.
ford Co.)	Clyde Colliery	Conneaut Lake
Centreville	Coal Bluff	Conneautville
Washington	Coal Centre	Connellsville
Co.)	Coal Run Mining	Connellsville
Century Coke Co.	Co.	(West Side)
Siding	Coal Valley	Connellsville
Century Works	Cobham	Transfer
Chambers	Cochran's Mill	Consolidation No.
Chambersville	Cochranton	114
Champion Works	Coffey's Crossing	Consolidation No.
Charleroi	Coffman Works	115
Charlestown	Cokeburg	Consolidation No.
Cheat Haven	Coleman	116
Cherry Valley	Colfax	Continental Works
Chester Mine	College	No. 1
No. 2	Collier	Continental Works
Cheswick	Collinsburg	No. 2
Chewton	Colonial Coke	Continental Works
Chicora	Works	No. 3
Childs (Fayette	Colonial Colliery	Conway
Co.)	No. 1	Cool Spring
Christy Park	Colonial Colliery	Copeland
Church Hill	No. 2	Coral
Clairton	Colonial Colliery	Corapolis
Clare Works	No. 3	Corry
Claridge	Colonial Colliery	Corydon
Clarksburg	No. 4	Coulson
Clarks Colliery	Colonial Colliery	Coulter
Clark's Crossing	No. 296	County Home
Clark's Mills	Columbus	(Allegheny Co.)
Clarksville	Colza	



## PENNSYLVANIA—Stations—Continued.

County Home	Cunningham	Donald No. 2
(Westmoreland	Curtisville	Works
Co.)	Cyrilla Colliery	Donald No. 3
Courtney	Daniels Run	Works
Courtney's Mills	Darent	Donnelly
Coverts	Darlington	Donohoe
Cowan	Darnley	Donora
Cowansburg	David Ready	Dorothy Coke
Cowanshannoc	Davidson	Works
Cowden	Davidson Siding	Dotter
Crabtree	Dawson	Doughty
Crafton	Dawson Run	Douglass
Craigsville	Dearth Works	Downieville
Craigsville Branch	Debo	Drake
Jct.	Demmler	Dravo
Cramer Colliery	Denbo	Dravosburg
Cramer, Joseph	Denny	Duffs
Cranesville	Denny Colliery	Dumas
Crayton	Derby	Dunbar
Creskide	Derry	Duncan
Creighton	Derry Colliery No.	Dundale
Crescent Coal	2	Dunlaps Creek
Works	Dewey (Armstrong	Works
Crescentdale	Co.)	Dunlevy
Crescent Mine No.	Dexter Transfer	Dunn's Eddy
35	Dick	Duquesne
Cribb	Dickerson Run	Duquesne Wharf
Cribbs Siding	Dick Sand Co.	D. U. Tower
Crossland	Spur	Duvall
Crossland Ovens	Dicksonburg	Eagle Rock
Crouches	Dilliner	Eagle Transfer
Crows Nest Col-	Dilworth Colliery	East Brady
liery	Dinsmore	Eastbrook
Crucible	Dixmont	East California
Crystal Ovens	Donald No. 1	East Carnegie
Culmerville	Works	East Charleroi
Cummings		

## PENNSYLVANIA—Stations—Continued.

East Connellsville Works	Elizabeth Elk Creek	End of Dunbar Branch
East Fredericktown	Elk Creek Siding	End of Fairchance Branch
East Greensburg	Ellrod	End of Grindstone Branch
East Liberty	Ellsworth	End of Hunker Branch
East Millsboro	Ellwood City	End of Indian Run Branch
East Millsboro Works	Ellwood Jet.	End of Jamison Branch No. 2
East New Castle	Elm Grove Ovens	End of Jeanette Branch
East Olivet	Elrama	End of Lyons Run Branch
East Pittsburgh	Emblem	End of Mahoning Branch
East Primrose	Emery Ovens	End of Manor Branch
East Rice's Landing	Emlenton	End of Morrell Branch
East Riverside	Emma	End of New Florence Branch
East Roscoe	Emme	End of Overton Branch
East Sandy	Emorton	End of Ruffsdales Branch
Eberhardt	Emsworth	End of Shoonmaker Branch
Eclipse	End of Andrews Run Branch	End of Stonerville Branch
Economy	End of Avonmore Branch	End of Streets Run Branch
Edenborn	End of Axle Works Branch	End of Tarr Branch
Edenborn Works	End of Baileys Run Branch	
Edenburg	End of Bessemer Coke Branch	
Edgecliff	End of Black Legs Creek Branch	
Edgewater	End of Boyer Run Branch	
Edgeworth	End of Brinker Run Branch	
Edna	End of Brush Creek Branch	
Edna Colliery	End of Bull Run Branch	
Edri	End of Bull Run Branch	
Eighty-four	End of Bull Run Branch	
Eisaman	End of Bull Run Branch	
Eleanor Works	End of Bull Run Branch	
Eleanor No. 4 Works	End of Bull Run Branch	
Elfinwild	End of Bull Run Branch	
Elgin	End of Bull Run Branch	

## PENNSYLVANIA—Stations—Continued.

End of Tearing	Fairmount	Foxburg
Run Branch	Fair Oaks	Frances Mine
End of Turtle	Fairview	Francis
Creek Branch	Fallston	Francis No. 2
End of Unity	Farrell	Works
Branch	Fayette City	Franklin
End of Westmore-	Federal	Fredericktown
land Branch	Feldner	Fredonia
End of Whitehall	Ferguson	Freedom
Branch	Ferris	Freeport
End of Wynn	Fetterman	Fretts Works
Branch	Ficht	Friedens
Enlow	Fieldmore Springs	Friendship Hill
Enoch	Fife	Frisco
Enon	Filbert Works	Frye
Enterprise	Finleyville	Fuller (Fayette
Coke	Finley Works	Co.)
Works	Fishers Siding	Fulton Run Jct.
Erie	Fitz Henry	Fulton Run Tipple
Ernest	Flanigan	Gallatin
Espyville	Fleming Quarry	Gamble
Essen	Floreffe	Gans
Etna	Foley's Siding	Gardner Ave.
Euclid	Fombell	Yard
Eureka	Footedale	Garland
Evans	Footedale Works	Garver's Ferry
Evans City	Forbes Road	Garwood Works
Everson	Forest Grove (Al-	Gascola
Ewing's	legHENY Co.)	Gastonville
Export	Ford City	Gates
Exposition Park	Fort Hill	Gates Works
Fairbank	Ft. Pitt	Gawango
Fairbanks Works	Foster (Armstrong	Geary
Fairchance	Co.)	Geiger
Fairchance Trans-	Foster (Venango	Genuine Connells-
fer	Co.)	ville Coke Co.
Fair Haven	Foustwell	George
Fairmont		



## PENNSYLVANIA—Stations—Continued.

Gibsondale	Greene Jct.	Harmony
Gibsonia	Greenlee	Harmony Jct.
Gibsonton	Greenock	Harrison
Gilbert	Greensburg	Harrison City
Gilkeson	Greensburg Col-	Harrisville
Gill Hall	liery No. 2	Hartstown
Gilmore Coke Co.	Greenville	Harwick
Gilmore Ovens	Greenwald	Hawkins
Gilpin Colliery	Greer	Hays
Girard	Gregg	Hays Connection
Gist	Griffin No. 1 Works	Haysville
Gladden	Griffin No. 2 Works	Hazel Kirk
Glade	Grindstone	Hazelwood
Glanford	Grove City	Hazen
Glassmere	Grovedale	Heath
Glassport	Groveton	Hecla
Glen	Guffey	Hecla No. 1
Glencairn	Guyasuta	Hecla No. 3
Glenfield	Gwendolen	Helen
Glen Osborne	Hackett	Hemlock
Glenover	Haddon Colliery	Hempfield Collier-
Glenshaw	Hadley	ies Nos. 1, 2, and
Glenwood	Hahntown	3
Glynden	Hall	Hendersonville
Godfrey	Hallston	Henlein
Goehring	Hamilton Coal	Henry's Bend
Goff	Mining Co.	Henry Siding
Goss Mine	Hammondsville	Herbert Works
Grace Siding	Hanlin	Herman
Graceton	Hannastown	Herminie
Grand Valley	Harbison	Hermitage
Grant City	Harbison - Walker	Herrs Island
Grapeville	Refractories Co.	Hewitts
Gratztown	Harbor Bridge	Hickman
Gray	Harbor Creek	Hickman Run Jct.
Grays Landing	Harmarville	Hickory
Great Belt	Harmonsborg	High House

## PENNSYLVANIA—Stations—Continued.

High House Coal Co.	Hulton Ferry	Jacksonville Mine Jct.
Highland	Humphrey	Jacobs Creek
Hill	Hunker	James Siding, Bel-
Hilliards	Hunter	mar
Hill's	Huron	Jamestown
Hillside	Huron Colliery	Jamison
Hillsville	Husband	Jamison Colliery
Himebaugh	Huston	No. 1
Hoboken	Huston Run	Jamison Colliery
Holsopple	Huston Run Mine	No. 2
Home	Hutchinson	Jamison Colliery
Homer City	Hutchinson Col-	No. 3
Homestead	liery	Jamison Colliery
Homestead Trans-	Hyde Park	No. 6
fer	Hydetown	Jamisonville
Homewood	Hyland	Jeanette
Hooker	Idlewood	Jeffreytown
Hooks	Ifield	Jenner
Hoovers Distillery	Imperial	Jerome
Hooversville	(Allegheny Co.)	Jerome Jct.
Hoover Works No.	Indiana	Jerome Mines 1
1	Indian Creek	and 2
Hoover Works No.	Industry	Jewell
2	Inghams	Jimtown
Hope Mills	Ingram	Johnetta
Hopwood	Iola Coal Works	Johnstown
Horn	Iron Bridge	Josephine
Horners Delivery	Irvineton	Jct. Browns Run
Siding	Irwin	Branch
Horning	Isabella	Jct. Cats Run
Horse Shoe Bottom	Isabella Works	Branch
Hostetter	Iselin Mine No. 4	Jct. Lilly Run
Houston	Isle	Branch
Houston Jct.	Ivywood	Jct. Lou Phos
Huff	Jackson	Jct. Middle Run
Hulton	Jackson Centre	Branch

## PENNSYLVANIA—Stations—Continued.

Jct. Moser Run	Koppel	Leesburg
Branch	Kremis	Leetsdale
Jct. Parrshall	Krings	Legionville
Branch	La Belle	Leisenring
Jct. Redstone Cen- ter	La Belle Works	Leisenring No. 1
	Lachman	Leisenring No. 2
Jct. Shamrock	Lafayette Mine	Leith
Branch	Lakeville	Lemont
Junction Transfer	Lambert	Lemont Ovens
Juneau	Lambert Works	No. 1
Juniata Ovens	Landstreet	Lemont Ovens
K. O. Jct.	Lane	No. 2
Kanty	Landon	Lick Run Jct.
Karns	Langdon	Lidalia Mine
Katherine Works	Lardin	Liggett
Kaylor	Large	Ligonier Mine
Keeling	Large Delivery	No. 2
Keenan	Large Distilling	Lilly Coal & Coke
Keepville	Co.	Co.
Keister	Larimer	Lincoln Mine
Kelly	Latrobe	Lincoln Siding
Kendall	Latrobe Colliery	Lincolnville
Kennard	No. 2	Lindencross
Kennerdell	Latrobe-Connels- ville Colliery	Linesville
Kent		Linn
Kenwood	Laughlin Jct.	Listie
Keppel	Lavenia	Listonburg
Keystone Store	Lawrence Jct.	Litton Siding
Kimmel	Layton	Litzenberg Siding
(Indiana Co.)	Lead Works	Livermore
Kimmelton	Leasdale	Lockport
Kinder Mine	Leasure Siding	Locust
Kinzua	Le Boeuf	Logans
Kiskiminetas Jct.	Leckrone	Logan's Ferry
Kittaning	Leckrone Ovens	Logansport
Knob Mine	Leckrone Works	Lone Tree
Knopp	Leechburg	Longview



## PENNSYLVANIA—Stations—Continued.

Longview Jet.	McMurry	Melrea
Lottsville	Madison	Mercer
Lotus	Magee	Mercer Jct.
Lovell	Magnus	Mercer Road
Lowber	Maher Colliery	Merrill
Lower Hillville	No. 1	Merritts
Low Phos.	Mahoning	Merrittstown
Low Phos. Works	Mahoningtown	Mesta Machine Co.
Loyalhanna	Mammoth	Messmore
Lucas	Mancha	Metcalf
Lucasville	Manor	Midland
Lucerne Jct.	Manorville	Midway
Lucerne Mines	Manown	Mifflin
Lucesco	Maple Glenn	Mifflin Jct.
Luzerne Works	Maple Ridge Mine	Mifflin Mine No. 1
Lynces Jct.	Marguerite	Mifflin Mine No. 2
Lyons	Marianna	Milbell
Lytle's Siding	Marion Center	Milesville
McAbee	Marion Jct.	Milford
McAdams	Marion Ovens	(Somerset Co.)
McBride	Markleton	Millburn
McCalmont	Mars	Miller
McClintock	Marshall	(Westmoreland
McClure	Martin	Co.)
McConnell's Mill	(Fayette Co.)	Miller Farm
McCoy	Martin Works	Millers
McCune	(Fayette Co.)	Millers Grove
McDonald	Marwood	Millsboro
McGuggin	Masontown	Millsboro Works
McIntyre	Masontown Glass	(Bessemer Coke
McKean	Co.	Co.)
McKeefrey Works	Maxwell	Milltown
McKeesport	Mayfield	Millvale
McKees Rocks	Meadow Lands	Mill Village
McKelvey Hine Co.	Meadville	Mitchell-Watson
Mackin	Meadville Jct.	Millwood
McLaughlin	Meharg	Colliery

## PENNSYLVANIA—Stations—Continued.

Monaca	Mt. Pleasant	New Alexandria
Monarch	Mt. Pleasant-Con-	Colliery No. 2
(Leisenring No.	nellsville Coke	New Alexandria
3)	Co.	Colliery No. 3
Monastery Coke	Mt. Royal Ceme-	New Brighton
Works	tery	New Castle
Monessen	Mt. Sterling	New Castle Jet.
Monongahela	Mt. Sterling	Newcomer
Monongahela City	Works	Newell
Monongahela Clay	Moyer	(Fayette Co.)
Mfg. Co.	Moxham	New Florence
Monongahela Jet.	Moxham Siding	New Galilee
Monroe	Mullins	New Geneva
Monterey	Munhall	New Kensington
Montgomeryville	Murdock	Newlinsburg
Montour Jet.	Murraysville	Newport
Moon Run	Mutual	New Salem
Moore's Jet.	Myoma	New Stanton
Moorhead	Nadine	Newton
Morado	Naomi	Newtown
Moravia	Nashua	New Wilmington
Morewood	National	Nichola
Morewood Coke	Nat'l Car Wheel	Nilan
Works	Co.	Niles
Morgan	Natrona	Nobles
Morganza	Nealy's	Noblestown
Morrell	Negley Branch	Noeline
Morrellville	Nellie Mines No. 1	North Bessemer
Morrison Siding	Nellie Mines No. 2	North East
Moser Run Jet.	Nelsons Bridge	North Girard
Mosgrove	Nesbit Run Jet.	North McKees
Mostoller	Neshannock Falls	Rock
Mountain Mine	Neville Island	North Oakland
No. 1	New Alexandria	North Rochester
Mountain Mine	New Alexandria	North Sewickley
No. 2	Colliery No. 1	North Star
Mt. Braddock		North Star Jet.

## PENNSYLVANIA—Stations—Continued.

North Warren	Paddock Siding	Peter's Creek Col- liery No. 3
Nukoal	Paint Creek	Peterson
O. & B. Short Line	Painter	Petroleum Center
Jet.	Palanka	Petrolia
Oak	Palmer	Phillips Mine
Oakdale	Palmer Works	Phillipston
Oak Hill	Pardoe	Pierce
Oak Grove	Parke	Pike
Oakland	(Allegheny Co.)	(Allegheny Co.)
Oakmont	Parker	Pike Mine
Oak Tree	Parkers Landing	Pine Creek
Ocean Colliery	Parkers Siding	Pinkerton
No. 2	Park Gate	Pioneer
Odell	Parkwood	Pitcairn
Ohio Pyle	Parnassus	Pittsburgh
Oil City	Parshall No. 1	Pittsburgh
Oil Well Supply	Works	(Birmingham)
Co. No. 6	Parshall No. 2	Pittsburgh
Old Home Works	Works	(Butler St.)
Old Junction	Paynes	Pittsburgh
Oleopolis	Pecan	(Duquesne)
Oliphant Furnace	Pechin	Pittsburgh
Oliver	Penn	(11th St.)
Oliver No. 3	Pennine	Pittsburgh
Oneida	Penn Manor Shaft	(Grant St.)
Option	Nos. 1, 2, 3 & 4	Pittsburgh
Orangeville	Penn Manor Shaft	(Penn. St.)
Orient	No. 5	Pittsburgh
Orient Works	Pennside	(Point Bridge)
Oriental Powder	Pennsville	Pittsburgh
Co. Branch	Percy	(Produce Yard)
Osborne Spur	Perryopolis	Pittsburgh
Osgood	Pershing	(16th St.)
Outcrop	Peter's Creek	Pittsburgh
Overton Branch	Peter's Creek Col- liery Nos. 1 & 2	(22d St. Produce Yd.)
Jet.		
Pack Saddle		



## PENNSYLVANIA—Stations—Continued.

Pittsburgh (26th St.)	Point Marion	Ralph
Pittsburgh (29th St.)	Poland	Ralphton
Pittsburgh (33d St.)	Poland Works	Ralph Works
Pittsburgh (34th St.)	Polk	Rand
Pittsburgh (43d St.)	Polk Jet.	Randolph Mine No. 1
Pittsburgh (43d St.)	Portersville	Rankin
Pittsburgh (43d St.)	Port Royal (Westmoreland Co.)	Ray Colliery
Pittsburgh (54th St.)	Power	Raymilton
Pittsburgh (54th St.)	Preble Ave. Jet.	Rea
Pittsburgh (South Side)	Prentice	Reading Jet.
Pittsburgh (South Side)	President	Reading Mines Nos. 3 and 4
Pittsburgh (South Side)	Presto	Ready, David
Pittsburgh (South Side)	Pretoria Mines 2 and 3	Red Bank
Pittsburgh (Carson St.)	Primrose	Redd's Mill
Pittsburgh (South Side)	Princeton	Red Raven
Pittsburgh (12th St.)	Pulaski	Redmond
Pittsburgh (South Side)	Pymatuning	Redstone Jet.
Pittsburgh (South Side)	Quaker Falls	Reduction
Pittsburgh (23d St.)	Quaker Valley	Reed
Pittsburgh (U. S. Yards)	Quarry	Reed Jct.
Pittsburgh Coal Co. (First Pool Mine No. 1)	Queen Jct.	Reflectorville
Pittsburgh Coal Co. (First Pool Mine No. 2)	Quemahoning Jct.	Reilly
Pittsburgh Coal Co. (First Pool Mine No. 2)	Rachel Mine (Allegheny Co.)	Reissing
Pittsburgh Coal Co. (First Pool Mine No. 2)	Rachel Mine (Washington Co.)	Remaley
Pittsfield	Raccoon	Renfrew
Platea	Radebaugh	Rennerdale
Plum Creek	Rainey	Reno
Plumer Works	Rainey Clay Works	Republic
P. McK. & Y. Connection	Rainey Jct.	Revere
	Rainey, W. J.	Revere Works
		Rhodes Summit
		Ribold
		Rice's Landing
		Riceville
		Ridgeview Park

## PENNSYLVANIA—Stations—Continued.

Ridgeview S a n d	Rumbaugh	Seward
Co.	Rural Ridge	Sewickley
Rillton	Russell	Shadeland
Rimerton	Russellton	Shadyside
Rist	Ruth	Shafton
River Coal Siding	Rye	Shamrock Works
Riverton	Rynd Farm	Shaner
(Allegheny Co.)	Saegertown	Sharon
Riverview	St. George	Sharpsburg
Roach	St. Joe	Sharpsville
Roaring Run	St. Vincent	Shaw Jet.
Robb	St. Xavier	Shaw Mine
Robbins	Salem	Shaws
Roberts	Salina	Shelocta
Robinson	Saltsburg	Shenango
Rochester	Salt Spring Bot-	Sheridan
Rockdale	tom	(Allegheny Co.)
Rockland	Samson	Shermansville
Rockmere	Sand Rock	Sherriek
Rockwood	(Fayette Co.)	Sherwin
Ronco	Sandy Creek	Shields
Ronco Works	Sandy Lake	Shingiss
Rook	Sandy Lick	Shire Oaks
Roscoe	Sappor Ovens	Shoaf
Rose Point	Sarah Furnace	Shoaf Ovens
Rosslyn	Sarver	Shoup
Rosston	Saunders	Shousetown
Rostraver	Savan	Simpson
Rothruck	Scenery Hill Sta-	Sinns
Rouseville	tion	Sipes
Rowena	Schenley	Sipesville
Rowes Run	Schollard	Siverly
Rowley	Scottdale	Smiley
Royal	Scott Haven	Smiley Ovens
Royal Coke Works	Scotts	Smith
Ruffsdale	Searight Works	Smithdale
Rugh	Selkirk	Smithfield

## PENNSYLVANIA—Stations—Continued.

S. & M. Jet.	Stewarton	Suter
Smiths Ferry	Stewart's Siding	Swanville
Smithton	Stilleys Siding	Swissvale
Smithville	Stobo	Sygan
Smock	Stockdale	Tarentum
Snowden	Stokes	Tarr
Social Hall	Stoneboro	Taylorstown
Solon Works	Stony Point	T. C. R. R. Jet.
Somerfield	Stony Run	Templeton
Somers	Stoops Ferry	Terminus P. M. &
Somerset	(Allegheny Co.)	S. R. R.
South Brownsville	Storage	Terral
South Carnegie	Stoughton	Texas Siding
South Duquesne	Stoyestown	Thaw
South Heights	Strangford	The Leon Works
South Oil City	Stringtown	Thomas
South Red Bank	Strum	(Indiana Co.)
Southview	Struthers	Thomas
Sowash	Studa	(Washington Co.)
Spartansburg	Sturgeon	Thomas Maher
Spencers Spur	Sugar Creek	Colliery No. 4
Springboro	Sugar Run	Thomas Ovens
Spring Creek	Summit	Thomas Works
Springdale	(Crawford Co.)	Tompson
Springfield	Summit (Erie Co.)	Tompson Colliery
Stambaugh	Summit	Tompsonville
Standard	(Fayette Co.)	Thornburg
Standard C o k e	Summit Park	Thorn Crossing
Works	Summit Transfer	Thornton Jet.
Starbrick	Sumner	Tidioute
Star Jet.	Sumner Mine No. 1	Tinstman
Star Mine	Sumner Mine No. 2	Tionesta
Star Mines	Sumnerville	Tippecanoe
Starr Crossing	Sunshine Passing	Titusville
Sterling Sand Co.	Siding	Torpedo
Sterling Works	Superior Colliery	
Steubenpike	No. 2	



## PENNSYLVANIA—Stations—Continued.

Tower Hill No. 1	Valencia	Wahls
Works	Valley Camp	Wadsworth
Trafford	Valley Camp Coal	Walford
Transfer	Co.	Walker
Trauger	Valley Mines	Walker's Mill
Tremont	Valley Mines Nos.	Wallace Jct.
(Fayette Co.)	1, 2, and 3	Walnut Bend
Treveskyn	Valley Works	Walnut Hill
Trotter	Vance	Walnut Hill Mine
Trotter Ovens	Vance Mill Jct.	Walsall (Engle-
Trunkeyville	Vanderbilt	side)
Tryonville	Vandergrift	Walters, Alva. M.
Tub Run	Vandergrift Dis-	Waltersburg
Tunnelton	tilling Co.	Waltz
Turners	Van Emman	Wampum
Turtle Creek	Van Kirk	Warner
Two Lick	(Allegheny Co.)	Warren
Tylerdale	Van Meter	Washington
Udell	Van Port	Waterford
Unamis	Van Voorhis	Watson
Undercliff	Vanzant	Watsons Run
Union City	Veedhel	Watters
Uniontown	Venango	Watts Mills
United	Venice	Watts Transfer
United Works	Verners	Weaver
No. 2	Verona	Weaver's Old
United Works	Versailles	Stand
No. 3	Vesta Colliery	Webster
Unity	No. 5	Wells Creek
Universal	Vesta No. 4	Wendel-Wendel
Upper Hillville	Veteran Works	(Edna Mine No.
Upper Middletown	Vienna	2)
Ursina	Vigilant Mine No.	Wesley
Ursina Jct.	34	West Alexander
Utica	Vista	West Apollo
Utley	Volant	West Bellevue
Valcourt	Volcano	West Belt Jct.

## PENNSYLVANIA—Stations—Continued.

West Bridgewater	West Rochester	Woodell
West Brownsville	West Saxonburg	Wood Hill
West Brownsville	West Springfield	Woodlawn
Jct.	West Union	Woodleigh
West Brownsville	West Vernon	Woodrow
Jct. Scales	West Winfield	Wood Run
West Columbia	West Yough	Woodward
West Elizabeth	Transfer	Worthington
West Elwood Jct.	Wharton	Wurtemberg
West End (Pitts-	Wheatland	Wyano
burgh)	Wheeler	Wylandville
Westford	Wheeling Jct.	Wylie
West Hickory	White	Wynn Works No. 1
West Homestead	Whitney	York Run
Westland	Whitsett Jct.	York Run Jct.
West Lebanon	Wick	Yough R. R. Jct.
West Liberty	Wick Haven	Yough Slope Mine
West McDonald	Wildwood	Youngsville
West Middlesex	Wilkensburg	Youngwood
West Middletown	Willida	Yowler
West Monessen	Willock	Yukon
West Mosgrove	Willow Grove	Yukon Colliery
West Newton	Wilmerding	Zediker
West Overton	Wilmington Jct.	Zelienople
West Pittsburg	Wilson	Zeno
West Pittsburgh	Wilson Creek Jct.	Zimmerman
West Point	Winthrop	(Ralphton Mine
Marion	Wittmer	(No. 6)

## WEST VIRGINIA—Stations as follows:

Accoville	Amherstdale	Art Glass Co.
Acme Carbon	Angerona	Ashford
Black Co.	Annabelle Mine	Ashton
Adamston	Apple Grove	Atenville
Air Shaft	Arbuckle	Aurora Mine
Altman	Archer	Ballard
Alum Creek	Arroyo	Bane

## WEST VIRGINIA—Stations—Continued.

B. & N. Jet.	Brewster	Clausson Mine
Barboursville	Bridge No. 51	Clifton
Barnabas	Bridgeport	Clothier
Barnestown	Bristol	Clover Valley
Barrackville	Brooklyn Jet.	Coffman
Barrs	Brosia	Colfax
Baxter	Brounland	Collier
Beale	Brown	Congo
Beebe Place	Brownsdale	Consolidation No. 21
Beech Bottom	Brydon	Consolidation No. 23
Beech Grove Mine	Brushton	Consolidation No. 24
Beech Hill	Buffalo	Consolidation No. 25
Beechwood	Burton	Consolidation No. 26
Belle	Cairo	Consolidation No. 27
Belleville	Calders	Consolidation No. 28
Belmont	Calvert	Consolidation No. 29
Ben Lomond	Cameron	Consolidation No. 30
Bens Run	Cannelton	Consolidation Nos.
Benwood	Captina	32 and 61
Benwood Jet.	Carbondale	Consolidation No. 33
Benton Ferry	Carnegie Natural	Consolidation Nos.
Big Creek	Gas Co.'s Siding	34 and 63
Big Vein	Carter	Consolidation No. 35
Billings	Carter Oil Co.	Consolidation No. 36
Black Betsey	Castlebrook Car-	Consolidation No. 38
Black Horse	bon Co.	Consolidation No. 40
Blair	Catawba	Consolidation No. 41
Blennerhassett	Cedar Grove	Consolidation No. 42
Blue Sulphur	Central	Consolidation No. 45
Springs	Ceredo	Consolidation No. 47
Bluetom	Chapmanville	Consolidation No. 48
Board Tree	Charleston	Consolidation No. 49
Boggs Run Mine	Chauncy	Consolidation No. 50
Bolin	Chester	Consolidation No. 51
Boomer	Chestnut Hill	Consolidation No. 52
Bradys	Clarington	Consolidation No. 54
Branchland	Clarksburg	Consolidation No. 55



## WEST VIRGINIA—Stations—Continued.

Consolidation No. 56	Dimension Lumber	Fairmont Steel Co.
Consolidation No. 57	Co.	Fairmont Wall
Consolidation No. 58	Dobra	Plaster Co.
Consolidation No. 59	Dola	Fairmore Mine
Consolidation No. 62	Downs	Fallen Timber
Consolidation No. 65	Duckworth	Farm
Consolidation No. 66	Dukes	Farnum
Consolidation No. 67	Dunbar	Fayette Mine
Consolidation No. 68	Duncan	Federal Jct.
Consolidation No. 70	Dunlap Creek Jet.	Ferrell
Cook Coal & Coke	Dunlapville	Ferrellsburg
Co. Mine	Earling	Fetterman
Cora	Eaton	Flaggy Meadow
Cornwallis	Eden Park	Flemington
Cottageville	Edmund	Flemington Mine
Cox Landing	Elk	Flower
Craneco	Ellenboro	F. M. & P. Jet.
Cresaps	Elm Grove	Foley
Cresaps Grove	Elwell	Follansbee
Crown City Ferry	Emmons	Folsom
Crow Summit	End of Line	Forks of Coal
Culloden	End of Track	Fort Branch
Dam 15 Ohio River	Engle Run	Foster
Dam 17 Ohio River	Enterprise	Foundation Co.
Dam 28 Ohio River	Erie Mine	Siding
Dam 26 Ohio River	Ethel	Fowler
Dam 26 Jct.	Eureka	Freedom Oil Co.
Dana	Evans	Friendly
Danville	Everson	Fry
Dartmont	Fairmont	Fuqua
Davenport	Fairmont Brick	Gallipolis Ferry
Davis T. B. Mine	Co.	Galmish
Davisville	Fairmont Foundry	Gaston Jet.
Dehu	Co.	Gauley Bridge
Delta Mine	Fairmont Indus-	Gay
Denver	trial Co.'s Ex-	Geo. Lilly
Dickinson	tension Jet.	Gill

## WEST VIRGINIA—Stations—Continued

Girard Mine	Hartford	Hutchinson
Girard Mine No. 2	Harts	(Marion Co.)
Glasgow	Hartzell	Hutchinson Coal
Glendale	Hastings	Mines
Glendale Mine	Haywood	Indian
Glen Easton	Helen	Industrial School
Glen Falls	Henderson	Inez
Glen Ferris	Henlawson	Institute
Glenwood	Hepzibah	Irving
Globe	Hero Mine	Island Creek Mines
Glover Gap	Highland	Nos. 1, 2, 3, 4, 5,
Godbys	Hickman Run Jet.	6, 9, and 10
Grafton	Hilderbrand	Ivy Branch
Graham	Hinchman	Jacksonburg
Grant Town	Hitchman Mine	Jamison Coal &
Granville	Hite	Coke Co. No. 8
Grape Island	Hoard	Jamison Coal &
Graysville	Holden	Coke Co. No. 9
Great Scott Mine	Holidays Cove	Jayenn
Green Bottom	Hollyhurst	Jeffrey
Greenview	Homestead	Joe Creek
Greenwood	Hood Lumber Co.	Julian
Gripp	Hope Natural Gas	Justus-Murphy Co.
Guyan Brick Co.	Co.'s Siding Nos.	Kanawha Wood
Guyandot	1 and 2	Co.
Guyandotte	Hopkins	Kanawha City
Guyandotte Tie	Hornbrook	Kellar
Hoist	Hoult	Kelleys
Gypsy	Hubball	Kellogg
Hammett Siding	Hudson School	Kenilworth
Haning	Furniture Co.	Kenova
Hannibal	Hugheston	Kilarm Jet.
Harewood	Humphrey	Kilarm Mine
Harless	Hundred	Kingmont
Harold Mine	Huntington	Kingmont Mine
Harris Ferry	Hurricane	Kings
Harry B. Mine		Kings Creek

## WEST VIRGINIA—Stations—Continued.

Kisner, J. M., & Bros.	Loudenville	Millwood
Kistler	Low Gap	Milton
Kitchen	Lowsville	Mines 7 and 8
Lamberton	Lumberport	Minnie
Lambs	McConnell	Monarch
Lates Siding	MacCorkle	Monaville
Lattin	McCoy	Monitor
Lax	McMechen	Monitor No. 1
Lazearville	McMillan	Monitor No. 2
Leach	Madison	Monitor Jct.
Lee Creek	Maggie	Monon
Lehigh Mine	Maidsville	Monongah
Leon	Maidsville Mine	Monongalia Mine
Leroy	No. 1	Monroe Mine
Lesage	Malden	Montana
Letart	Man	Moores
Levi	Manbar	Morgan
Lewis	Mannington	Morgan Mine
Limestone	Maken	Morgansville
Lincoln	Marion Planing	Morgantown
Linden Mine	Mill Co.	Moscow
Little Falls	Martha	Mound
Littleton	Marting	Moundsville
Liverpool	Mason City	Mt. de Chantel
Lock No. 12	Matamoras	Murray
Lock Seven	Maud	Murrayville
Logan	Maxon	Muses Bottom
Logan Planing	Meadowbrook	Myrtle
Mill	Meadowdale	Nancy's Run
London	Meldahls	National Mine
Lone Cedar	Mendota	Neibert
Longacre	Mercers Bottom	New Cumberland
Long Dale	Metz	Newell
Long Reach	Meyercord	New England
Long Run	Midkiff	New Era
Lory	Millender	New Haven
	Millersport Ferry	New Martinsville



## WEST VIRGINIA—Stations—Continued.

N. Y. Mine	Plainfield	Riverside
Nicolette	Pleasant View	Riverville Jct.
Nobles	Plymouth	Riverview
North Cannellton	Poca	Rivesville
North Fairmont	Pohick	Roach
North View	Point Mills	Robey
Norway	Pt. Pleasant	Robinette
Nursery	Polks	Robinson Coal Co.
O'Gara Mine	Pond Creek	Rock Creek
Omar	Porter's Falls	Rockdale
Ona	Portland	Rochester
Opekiska	Powell Creek	Rolfe
Oral	Powhatan	Roneys Point
Ottawa	Price	Rose Bud
Overholt Mine	Prickett	Rose Bud Mine
Owens W. Va.	Prickett Creek Jct.	Roseby Rock
Bottle Co.	Proctor	Rosemont
Paden City	Pure Oil Co.	Rosemont Mine
Palatine Jct.	Racine	Round Bottom
Parchment	Radeliff	Rum Creek Jct.
Park	Ralumeo	Rumer
Parker Run Mine	Ramage	Runkle
Parkersburg	Randall	Russell Siding
Park Timber Co.	Ranger	St. Albans
Siding	Raven Rock	St. Marys
Peach Creek	Ravenswood	Salama
Pearl Town	Raymond City	Salem
Peck's Mill	Reader	Salt Rock
Pennois	Red House	Sand Creek
Pennsboro	Reedy	Sand Lick Mine
Peter Cave Fork	Reid's Sand Siding	Sand Lick R. R.
Petroleum	Rex	Jct.
Peytona	Reynoldsville	Sand Switch
Peytona Block	Rinehart	Sandyville
No. 1	Ripley	Sattes
Phoenix Mine	Ripley Landing	Scary
Pine Grove	Riverdale	School House

## WEST VIRGINIA—Stations—Continued.

Scott	Stafford Mine	Vienna
Seaman	Star City	Vina
Selman	(Shriver, P. O.)	Virginia
Seth	State Line, Pa.-W.	Virginia-Buffalo
Shamrock	Va.	Co.
Sharples	Steelton	Volcano Jct.
Sheridan	Sterling	Waldo Mine No. 1
Sherman	Stewart	Waldo Mine No. 2
Shinnston	Stollings	Walker
Short Creek	Stone Branch	Wallace
Short Line Jct.	Stone House	Wanda
Shrewsbury	Stone Siding	Warwood
Silver Run	Stowe	Washington
Silverton	Switzer	Washington
Simpson	Sydnor	Springs
Sistersville	Sylvester Mine	Watson
Six Mile	Teays	Watson Siding
Slagle	Ten Mile	Watts St. Station
Smithburg	Terminal Jct.	(Charleston)
Smithers	Theo. Bush Lum-	Waverly
Smithfield	ber Co.	Webster
Smith's Wye	Thompson	Wells
South Charleston	Thompson Mine	Wellsburg
South Cresaps	Toll Gate	Wells Pit
Southern Carbon	Triadelphia	Wells Siding
Black Co.	Tri-State Gas Co.	Wendell Mine Nos.
South Rivesville	Turkey Run	1 and 2
South Ruffner	Uffington	West Charleston
Sovereign	Underwood	West Clarksburg
Sparlin	Upper Falls	West Columbia
Spelter	Utility Siding	West Hamlin
Spencer	Valley Falls	West Huntington
Spencer's Siding	Valz Siding	West Siding
Spilman	Van Camp	West Union
Spring Hill	Van Vorhis	West Van Voorhis
Spring Run	Vaocluse	Wheeling
Sproul	Veto	Wheeling Jct.

## WEST VIRGINIA—Stations—Continued.

Whitman	Williamstown	Woodville
Whitman Jet.	Willow Grove	Worthington
Whittaker	Willow Island	Wyatt W. M.
Wierton	Wilson	Yates
Wilber	Wilsonburg	Yolyn
Wilfong	Witcher	York
Willard Mine	Wolf Summit	York Mine
Willard Mine Jet.	Woodland	Yuma
Willets Co.	Woodruff	Zalia

## WISCONSIN—Stations as follows:

Algoma	Clyde	Haven
Bartel	Colgate	Honey Creek
Bay View	Corliss	Ives
Becher St.	County Line	Kansasville
(Milwaukee)	Cudahy	Kewaunee
Belgium	Decker's	Kenosha
Berryville	De Pere	Kenyon
Big Suamico	Dillman's	Kildare
Bristol	Dover	Lake
Brookfield	Druecker	Lake Beulah
Burlington	Duck Creek	Lannon
Burlington Malt	Duplainville	Layton Park
Co.	East Elm Grove	Lincoln Ice Co.
Brookside	Egg Harbor	Lindworm
Butler	Elba	Little Suamico
Caledonia	Elm Grove	Luxemburg
Calhoun	Ephraim	Manitowoc
Camp Lake	Fish Creek	Maplewood
Carrollville	Forestville	Marinette
Casco	Fox River	Menomonee Falls
Casco Jct.	Franksville	Mequon
Cedar Grove	Gatliff	Milwaukee
Chestnut St.	Granville	Milwaukee Shops
(Milwaukee)	Green Bay	Milwaukee Stock
Chickory Switch	Green Bay Jct.	Yards
Cleveland	Hadfield	Mosel



## WISCONSIN—Stations—Continued.

Mukwanago	Ranney	Tewes Ice Track
National Home	Rio Creek	Trevor
New Butler	Rugby Jct.	Truesdell
New Franken	St. Francis	Two Rivers
Newton	St. Huberts Spur	Ulaa
North Avenue	Salem	Union Grove
(Milwaukee)	Saranac	Valentine Spur
North Burlington	Sawyer	Vernon
North Milwaukee	Sheboygan	Washington Island
Oakwood	Shore Line	Waukesha
Oconto	Siding No. 6	Wauwatosa
Oetting Ice Spur	Silver Lake	Weeden's
Oostburg	Silver Springs	West Allis
Pensaukee	Sister Bay	Wheatland
Peshtigo	Somers	Whitefish Bay
Phillips Pit	South Milwaukee	Wilcox
Pleasant Prairie	Stone Quarry	Wiswell
Port Washington	Sturgeon Bay	Woodworth
Racine	Sylvania	
Racine Jct.	Templeton	

## 9. CHICAGO FREIGHT DISTRICT IN INDIANA

The Chicago Freight District in Indiana includes that part of Indiana north and west of and including points on a line drawn from the Illinois-Indiana state line through Shelby, San Pierre, North Judson, Knox, Hamlet, Plymouth, Warsaw, Milford Junction, New Paris, Goshen, Elkhart, and Granger to the Indiana-Michigan state line; also the part of Michigan lying on and west of the line of the Big Four Railway from Benton Harbor through Niles to the Indiana-Michigan state line.

## 10. CHICAGO JUNCTION POINTS

As Defined in Exceptions to the Official Classification

Blue Island.....Ill.	Calumet Park.....Ill.
Bradley .....Ill.	Chicago .....Ill.
Broadview .....Ill.	Chicago Heights.....Ill.

## CHICAGO JUNCTION POINTS—Continued.

Coster .....	Ill.	Joliet .....	Ill.
Dolton .....	Ill.	Kankakee .....	Ill.
East Joliet.....	Ill.	Kensington .....	Ill.
Gibson .....	Ind.	Matteson .....	Ill.
Gibson Yard.....	Ind.	Momence .....	Ill.
Grand Crossing.....	Ill.	Momence Transfer.....	Ill.
Hammond .....	Ind.	Riverdale .....	Ill.
Hartsdale .....	Ind.	South Chicago.....	Ill.
Harvey .....	Ill.	Steele .....	Ill.
Hawthorne .....	Ill.	West Hammond.....	Ill.
Highland .....	Ill.	West Pullman.....	Ill.

## 11. CHICAGO SWITCHING DISTRICT

Beginning at a point on the shore of Lake Michigan, due north of Clarke Jet., Ind.; thence south to and including Clarke Jet. (including freight interchanged between the I. H. Belt R. R. and Wabash Ry. at Tolleston, Ind.), thence southwesterly and south just west of the E. J. & E. to but not including Ivanhoe, Ind.; thence southwesterly to and including Osborn, Ind.; thence northwesterly to a point on the Little Calumet River just east of the P. C. C. & St. L.; thence northwesterly just east of the P. C. C. & St. L. to a point just south of Dolton, Ill.; thence southwesterly to a point just south of Harvey, Ill.; thence northwesterly just west of the G. T. to a point just west of Blue Island, Ill.; thence north and northwesterly just west of the B. & O. C. T. and I. H. Belt to a point just south and west of McCook, Ill.; thence southwesterly just south of the C. & I. W. to and including Willow Springs, Ill.; thence northeasterly just north of the C. & I. W. to a point just west of McCook, Ill.; thence north and northwesterly just west of the I. H. Belt to a point just south and west of Melrose Park; thence westerly along the C. & N. W. to and including Proviso; thence easterly along the C. & N. W. to and including Melrose Park; thence northerly just west of the I. H. Belt to a point just south and west of Franklin Park; thence westerly along the C. M. & St. P. to and including Godfrey Yard; thence east along the C. M. & St. P. to and including Franklin Park; thence northerly just west of

the M. St. P. & S. S. M. to and including Des Plaines, Ill.; thence southeasterly just east of the C. & N. W. to the City Limits of Chicago; thence east just north of the said City Limits to the Mayfair cut-off of the C. & N. W.; thence northeasterly just west of the C. & N. W. to and including Greenwood Street Station; thence southwesterly just east of the C. & N. W. to the City Limits of Chicago; thence east just north of said City Limits to the east line of Chicago Ave. or Clark St.; thence northerly on the east line of Chicago Ave., 725 feet; thence east to the east line of C., M. & St. P. Ry.; thence southeasterly to center line of Howard St.; thence easterly on the said center line of Howard St. to the shore of Lake Michigan; thence southerly along the shore line to the point of beginning.

## 12. COLORADO COMMON POINTS

Colorado Springs, Denver, Pueblo, and Trinidad are the most important of these points, but some tariffs list more than 400 stations as taking the Colorado Common Point rates, some of which are located in Wyoming and New Mexico.

## 13. EAST MISSISSIPPI RIVER CROSSINGS

### (1) As Defined in Exceptions to the Official Classification<sup>ⓐ</sup>

#### ILLINOIS:

East Burlington	East Keokuk	Keithsburg
East Clinton	East Louisiana	Quincy
East Dubuque	East St. Louis	Rock Island
East Fort Madison	Fulton	Savanna
East Hannibal		

### (2) As defined in Western Trunk Lines Circular No. 1 and succeeding issues.

#### ILLINOIS:

Alton	East Ft. Madison	Keithsburg
East Burlington	East Hannibal	Quincy
East Clinton	East Louisiana	Rock Island
East Dubuque	East St. Louis	Savanna

<sup>ⓐ</sup>These crossings are shown on Map 1, Railway Traffic Maps.



## 14. EAST OF ILLINOIS-INDIANA STATE LINE

As defined in Trans-Missouri Rules Circular No. 1, or reissues,  
includes points shown below

CONNECTICUT—All points.

DELAWARE—All points.

DISTRICT OF COLUMBIA—All points.

INDIANA—All points, except:

Aetna	Grasselli	Republic
Alco	Griffith	Robertsdale
Buffington	Hammond	Roby
Calumet	Hartsdale	Saxony
Clark Jct.	Highland	Shed-Field
Colehour	Hessville	State Line
Dyer	Hobart	Tolleston
East Chicago	Indiana Harbor	Van Loon
East Hammond	Maynard	Whiting
Gary	Osborn	Wolf Lake
Gibson	Pine	

KENTUCKY—As follows:

Aden	E. K. Junction	Lexington
Anchorage	Enterprise	Limeville
Ashland	Ewington	Louisville
Ashland Junction	Farmer	Manchester
Augusta	Frankfort	Maysville
Broshears	Frost	Mentor
Buena Vista	Garrison	Midland
Carrs	Gates	Moreland
Catlettsburg	Greenup	Mt. Savage
Chilesburg	Hawesville	Mt. Sterling
Concord	Henderson	Netherland
Covington	Kilgore	Newport
Denton	L. & E. Junction	New Richmond
Dover	Leon	Olive Hill

## KENTUCKY—Continued.

Olympia	Ross	Springdale
Owensboro	Russell	Stepstone
Paducah	Salt Lick	Uniontown
Pine Grove	Shelbyville	Vanceburg
Preston	Soldier	Welsburg
Quincy	South Portsmouth	Winchester
Riverton	South Ripley	

Also all points in the following states:

Maine	New Hampshire	Province of Ontario
Maryland	New Jersey	Province of Quebec
Massachusetts	New York	Rhode Island
Michigan (South- ern Pen.)	Nova Scotia	Vermont
	Ohio	Virginia
New Brunswick	Pennsylvania	West Virginia
Newfoundland		

The same definition of this term is given in Western Trunk Lines Circular No. 1 and succeeding issues.

## 15. EAST OF MISSISSIPPI RIVER

As defined in Trans-Missouri Rules Circular No. 1, or reissues, includes all points in the following states

ALABAMA	MARYLAND	OHIO
CONNECTICUT	MASSACHUSETTS	PENNSYLVANIA
DELAWARE	MICHIGAN	PROVINCE OF ONTARIO
DISTRICT OF COLUMBIA	MISSISSIPPI	PROVINCE OF QUEBEC
FLORIDA	NEW BRUNSWICK	RHODE ISLAND
GEORGIA	NEWFOUNDLAND	SOUTH CAROLINA
ILLINOIS	NEW HAMPSHIRE	TENNESSEE
INDIANA	NEW JERSEY	VERMONT
KENTUCKY	NEW YORK	VIRGINIA
MAINE	NORTH CAROLINA	WEST VIRGINIA
	NOVA SCOTIA	WISCONSIN

## 16. EAST OF WESTERN TERMINI

As defined in Western Trunk Line Tariff No. 1, or reissues,  
includes all points in the following states

CONNECTICUT	NEW BRUNSWICK	PROVINCE OF ONTARIO
DELAWARE	NEW HAMPSHIRE	PROVINCE OF QUEBEC
DISTRICT OF	NEW JERSEY	RHODE ISLAND
COLUMBIA	NEW YORK	VERMONT
MAINE	NOVA SCOTIA	VIRGINIA
MARYLAND	PENNSYLVANIA	WEST VIRGINIA
MASSACHUSETTS		

## 17. FORT SMITH (ARK.) GROUP OF STATIONS

As defined in Southwestern Lines' Territorial Directory No. 1

Apex .....	Ark.	Howe .....	Okla.
Arkoal .....	Ark.	Hoye .....	Ark.
Bashe .....	Ark.	Huntington .....	Ark.
Bonanza .....	Ark.	Jenson .....	Ark.
Burma .....	Ark.	Maney Jet.....	Okla.
Cameron .....	Okla.	Mansfield .....	Ark.
Cavanal .....	Okla.	Midland .....	Ark.
Cedars .....	Ark.	Montreal .....	Ark.
Dallas .....	Ark.	Monroe .....	Okla.
Denman .....	Ark.	Neff .....	Okla.
Doubleday .....	Ark.	Oak Park.....	Ark.
Excelsior .....	Ark.	Patterson .....	Ark.
Fenn .....	Ark.	Poteau .....	Okla.
Fidelity .....	Ark.	Potter .....	Okla.
Ft. Smith .....	Ark.	Prairie Creek.....	Ark.
Greenwood .....	Ark.	Shaft Six.....	Ark.
Gunther, No. 1.....	Ark.	Smokeless .....	Ark.
Gunther, No. 2.....	Ark.	South Ft. Smith.....	Ark.
Hackett .....	Ark.	Van Buren .....	Ark.
Harp .....	Ark.	Ward	
Hartford .....	Ark.	(Sebastin County) ..	Ark.
Hartford Jet.....	Ark.	Williams .....	Ark.
Hill .....	Ark.	Williams .....	Okla.
Hoffman .....	Ark.	Wister .....	Okla.



## 18. EASTERN COLORADO AND WYOMING

As defined in Trans-Missouri Rules Circular No. 1, or reissues,  
includes the following points

Ackerman .....	Colo.	Castile .....	Colo.
Akron .....	Colo.	Channing .....	Colo.
Altvan .....	Wyo.	Cheraw .....	Colo.
Amherst .....	Colo.	Chico .....	Colo.
Amity .....	Wyo.	Chivington .....	Colo.
Arcola .....	Wyo.	Cornelia .....	Colo.
Arlington .....	Colo.	Crest .....	Colo.
Arriba .....	Colo.	Delite .....	Colo.
Atwood .....	Colo.	Derby .....	Colo.
Avondale .....	Colo.	Diston .....	Colo.
Balzac .....	Colo.	Eads .....	Colo.
Barr .....	Colo.	Eckley .....	Colo.
Baxter .....	Colo.	Elder .....	Colo.
Beethurst .....	Colo.	Eno .....	Colo.
Beta .....	Colo.	Fenton .....	Colo.
Bethune .....	Colo.	Fergus .....	Colo.
Big Bend .....	Colo.	Flagler .....	Colo.
Boone .....	Colo.	Fleming .....	Colo.
Bovina .....	Colo.	Fort Morgan.....	Colo.
Brandon .....	Colo.	Fowler .....	Colo.
Bristol .....	Colo.	Fowler Spur .....	Colo.
Broneo .....	Colo.	Galatea .....	Colo.
Brush .....	Colo.	Galien .....	Colo.
Buchtel .....	Colo.	Genoa .....	Colo.
Buckingham .....	Colo.	Goodale .....	Colo.
Burlington .....	Colo.	Granada .....	Colo.
Byron .....	Colo.	Gravel Pit Spur....	Colo.
Caddoa .....	Colo.	Grote .....	Colo.
Calhan .....	Colo.	Grover .....	Colo.
Camden .....	Colo.	Hadley .....	Colo.
Campstool .....	Wyo.	Halls .....	Colo.
Carpenter .....	Wyo.	Hartman .....	Colo.
Casa .....	Colo.	Hasty .....	Colo.
Catherine .....	Colo.	Haswell .....	Colo.

## EASTERN COLORADO AND WYOMING—Continued.

Hawley .....	Colo.	Martin .....	Colo.
Hayden .....	Colo.	Mattison .....	Colo.
Hays .....	Colo.	May Valley.....	Colo.
Haxtun .....	Colo.	Melonfield .....	Colo.
Hereford .....	Wyo.	Merino .....	Colo.
Hillrose .....	Colo.	Messex .....	Colo.
Hilton .....	Colo.	Millwood .....	Colo.
Holly .....	Colo.	Minto .....	Colo.
Holyoke .....	Colo.	Morse .....	Colo.
Hudson .....	Colo.	Nepesta .....	Colo.
Hyde .....	Colo.	Newdale .....	Colo.
Inman .....	Colo.	Nowles .....	Colo.
Karl .....	Colo.	Numa .....	Colo.
Keenesburg .....	Colo.	Nyberg .....	Colo.
Keesee .....	Colo.	Olney Springs.....	Colo.
Keota .....	Colo.	Ordway .....	Colo.
Kilburn .....	Colo.	Otis .....	Colo.
Kings Center.....	Colo.	Padroni .....	Colo.
Klink .....	Colo.	Paoli .....	Colo.
Koen .....	Colo.	Parrish .....	Colo.
Kornman .....	Colo.	Peetz .....	Colo.
Kremis .....	Colo.	Pinneo .....	Colo.
Kreybill .....	Colo.	Platner .....	Colo.
LaFayette .....	Colo.	Prowers .....	Colo.
Laird .....	Colo.	Pultney .....	Colo.
La Junta.....	Colo.	Ramah .....	Colo.
Lamar .....	Colo.	Randall .....	Colo.
Laura .....	Colo.	Raymer .....	Colo.
Las Animas .....	Colo.	Resolis .....	Colo.
Limon .....	Colo.	Riley .....	Colo.
Lodi .....	Colo.	Riverdale .....	Colo.
Lolita .....	Colo.	Rixey .....	Colo.
Lubers .....	Colo.	Robb .....	Colo.
McClave .....	Colo.	Roberta .....	Colo.
Manzanola .....	Colo.	Rocky Ford.....	Colo.
Markham .....	Colo.	Roggen .....	Colo.
Marlman .....	Colo.	Schramm .....	Colo.

## EASTERN COLORADO AND WYOMING—Continued.

Seibert .....	Colo.	Towner .....	Colo.
Shelton .....	Colo.	Trowel Branch .....	Colo.
Shelton Jet.....	Colo.	Union .....	Colo.
Sheridan Lake.....	Colo.	Vallery .....	Colo.
Sligo .....	Colo.	Vineland .....	Colo.
Stein .....	Colo.	Vona .....	Colo.
Sterling .....	Colo.	Warwick .....	Colo.
Stoneham .....	Colo.	Waveland .....	Colo.
Story .....	Colo.	Weitzer .....	Colo.
Stuart .....	Colo.	Wiggins .....	Colo.
Stratton .....	Colo.	Wiley .....	Colo.
Sugar City.....	Colo.	Willard .....	Colo.
Sugardale .....	Colo.	Winston .....	Colo.
Swink .....	Colo.	Wray .....	Colo.
Tampa .....	Colo.	Xenia .....	Colo.
Tip Top .....	Colo.	Yuma .....	Colo.
Tonville .....	Colo.		

19. GREEN LINE TERRITORY<sup>Ⓞ</sup>

(Map 5)

Comprising the stations named below in

ALABAMA	MISSISSIPPI	TENNESSEE
FLORIDA	NORTH CAROLINA	VIRGINIA
GEORGIA	SOUTH CAROLINA	

ALABAMA—All stations except stations named on page 60.

FLORIDA—All stations except Pensacola.

GEORGIA—All stations.

MISSISSIPPI—Stations as follows:

Aberdeen Jct.	Belmont	Burnt Cut
Acker	Bigbee	Cauhorn
Armory	Black Creek	Chancellor
Arklet	Brewer	Dennis
Becker	Burnsville	Gatman

<sup>Ⓞ</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).



## MISSISSIPPI—Stations—Continued.

Glens	Kewaunee	Russell
Golden	Leedy	Smith's Spur
Gravel Siding	Log Spur	Steens
Greenwood	McCrary	Strickland
Springs	Neil	Theadville
Holcut	Nettleton	Tishomingo
Houston's Mill	New Hope	Toomsaba
Indian Mound	Paden	Walker
Iuka	Plantersville	Wilcox
Junction City	Quincy	Wise's Gap

NORTH CAROLINA—All stations.

SOUTH CAROLINA—All stations.

TENNESSEE—Stations as follows: Dresden, Gleason, Ralston, and all other stations except stations in Mississippi Valley Territory.

VIRGINIA—Stations as follows:

Adams Grove	Blaine	Burt's Siding
Aiken Summit	Bocock	Butterworth
Alberta	Boone's Mill	Butts Road
Alexanders	Boxwood	Caleb
Alms House	Boydton	Capron
Altavista	Boykins	Carlisle
Alton	Bracey	Carrsville
Angle	Branchville	Carson
Antlers	Brictile	Cascade
Apple	Brinkley	Casey
Arey	Bristol	Cashie Siding
Arral	Brodnax	Charlie Hope
Arringdale	Brookneal	Chase City
Ashley	Brooks	Chatham
Axton	Buffalo Jet.	Chatmos
Bannister	Buffalo Lithia	Christie
Barksdale	Springs	Clarion
Baskerville	Bufords	Clarksville
Bassett	Burgess	Clarkton
Berry Hill	Burnt Chimneys	Clover

## VIRGINIA—Stations—Continued.

Cluster Springs	Finneywood	Huske
Cochran	Fishburn	Isaac
Corapeake Jct.	Fontaine	Jarratt
Courtland	Forbes	Jeffress
Critz	Fort Mitchell	J. L. Jennings
Cross Roads	41 Mile Siding	Keysville
Crystal Hill	49 Mile Siding	Koehler
Cypress	55 Mile Siding	Kress
Dahlia	Foxes	La Crosse
Damascus	Franklin	Lanahan
Dan River	Freeman	Lawrenceville
Danville	Galveston	Lawyers
Dauntless	Garst	Leaksville Jet.
Davis	Gisnal	Lees Mill
Delaware	Glade Hill	Lennig
Dennis	Gladys	Logdale
Denniston	Goebel	Lone Jack
De Witt	Grandy	Lumberton
Dinwiddie	Gray	Lummis
Dip	Green Bay	Lusks
Drakes Branch	Green Plain	McBride
Drewryville	Greer	McGuffin
Drol	Gretna (formerly	McKenney
Dry Fork	Franklin Jet.)	Martinsville
Durmid	Grizzard	Mason
Edgerton	Hagood	Mayo
Edgewood	Handsoms	Mays & Crowders
Eley	Henry	Spur
Elwood	Hickory Ground	Meherrin
Emporia	Hilda	Merideth
Esnon	Hitchcock Mill	Modat
Evington	Holland	Montview
Fall Creek	Homeville	Mossingford
Fentress	Houston	Motley
Ferrum	Hugo	Naruna
57 Mile Siding	Hurt	Nathalie
Finchley	Hurt	Nelson

## VIRGINIA—Stations—Continued.

Newbill	Randolph	Sutherlin
Newell	Rawlings	Sycamore
News Ferry	Reams	Tanwood
Newsome Lumber Co.	Redwood	Taylors
Newsoms	Reigate	Taylor'syde
Nichols	Ridgeway	39 Mile Siding
Nilpond	Ringgold	Tolley
Noding	Rocky Mount	Toshes
Northwest	Rorer Mines	Trego
Nurney	Rustburg	Turner
Oak Hill	Rux	22 Mile Siding
Ockward	Ryan	28 Mile Spur
Ontario	St. Brides	Union Hall
Ory	Sandy Level	Union Level
Otter River	Saunders	Urguhart's Spur
Pace	Saxe	Vabrook
Pacoman Siding	Scottsburg	Vey
Patrick Springs	72 Mile Siding	Vindrew
Paynes	Siddon	Virgilina
Pedigo	Skelton	Waller
Pen Hook	Skipwith	Waller's
Pettys	Soudan	Walumeo
Philpott	South Boston	Ward Springs
Pierce & Aker	South Clarksville	Warfield
Pittsville	South Emporia	Wassett
Pleasant Shade	South Hill	Whaley
Pope	Spencer	Whittle
Powell	Starkey	Wilson Lumber Co.
Preston	Stella	Winfall
Prilliman	Stokesland	Wirtz
Providence Jet.	Stony Creek	Wolf Trap
Purvis	Story	Wrights
Racume	Stuart	Yale



## 20. JUNCTIONS OF WESTERN AND CENTRAL FREIGHT ASSOCIATION ROADS

As defined in Exceptions to the Official Classification

Alton .....	Ill.	Kankakee .....	Ill.
Ashland .....	Ill.	Kewanee .....	Wis.
Beardstown .....	Ill.	Litchfield .....	Ill.
Bloomington .....	Ill.	Mackinaw City.....	Mich.
Blue Island.....	Ill.	Manistique .....	Mich.
Calumet Park.....	Ill.	Manitowoc .....	Wis.
Chapin .....	Ill.	Marinette .....	Wis.
Chenoa .....	Ill.	Mattoon .....	Ill.
Chicago .....	Ill.	Mazon .....	Ill.
Coster .....	Ill.	Menominee .....	Mich.
Crandall .....	Ill.	Milwaukee .....	Wis.
Decatur .....	Ill.	Morton Jct.....	Ill.
East Hannibal .....	Ill.	Neoga .....	Ill.
East Joliet .....	Ill.	Paxton .....	Ill.
East Louisiana .....	Ill.	Pekin .....	Ill.
East St. Louis.....	Ill.	Peoria .....	Ill.
El Paso.....	Ill.	Santa Fe Jct.....	Ill.
Essex .....	Ill.	Seneca .....	Ill.
Gardner .....	Ill.	Shattuc .....	Ill.
Gibson .....	Ind.	Smithboro .....	Ill.
Gilman .....	Ill.	Sorento .....	Ill.
Granite City.....	Ill.	Springfield .....	Ill.
Hammond .....	Ind.	Taylorville .....	Ill.
Jacksonville .....	Ill.	Venice .....	Ill.
Joliet .....	Ill.		

## 21. MEXICO COMMON POINTS

A list of these points is given under "Southwestern Tariff Committee Territory" of this section.

## 22. (SOUTHEASTERN) MISSISSIPPI VALLEY TERRITORY (Map 5 and description on back thereof)

This territory should be distinguished from Mississippi Valley

Territory; the latter is a rate adjustment territory, and the former a freight association territory.

### 23. MISSISSIPPI VALLEY TERRITORY<sup>Ⓐ</sup>

(Map 5)

Comprising the stations named below in

ALABAMA	KENTUCKY	MISSISSIPPI
ARKANSAS	LOUISIANA	TENNESSEE
ALABAMA—Stations as follows:		
Alabama Port	Fruitdale	Pigford
Barker Cotton Mills	Government St.	Prichards
Bayou La Batre	Grand Bay	Rendell
Bradley	Gulferest	Rolston
Burbank	Irvington	Russell
Chunchula	Kauffman	St. Elmo
Citronelle	Kennedy	Sans Souci Beach
Coden	Kushla	Semmes
Crary	Lamberts	Sidney
Crichton	Langdon	South Orchards
Crichton Pine	Lloyd	Tacon
Products Co.'s	Mann	Taylor
Switch	Mauvilla	Theodore
Deer Park	Mertz	Three Mile Creek
Delchamps	Mobile	Venetia
Duff	M. & B. S. Jct.	Vinegar Bend
Dwight	Moffett Spur	Waleys
Eddy	Neely	Warren Switch
Eight Mile	Neshota	Water Works
Escatawpa	Oak Grove	Siding
Faith	Orchard	Whistler
Farnell	Padgett	Williams
Fowl River	Parker	Wilmer
Freiburg	Paynes	Wood Spur
Froshinn	Pierce	Yellow Pine

<sup>Ⓐ</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).

## ARKANSAS—Station as follows:

Helena

## KENTUCKY—Stations as follows:

Almo	Futrell	Miller's Spur
Arlington	Glade	Moscow
Ballard Jet.	Grafton	Murray
Bardwell	Hardin	Oaks
Barlow	Hazel (State Line)	Oakton
Benton	Heath	Owens
Berkeley	Hickman	Pryors
Boaz	Hickory	Shucks Switch
Bondurant	Iola	South Columbus
Cayce	Jordan	State Line
Clayburn	Kemp's	Stubbs
(Graves Co.)	Kevil	Thurman
Clinton	Krebs	Tobacco
Columbus	La Centre	Tyler
Crutchfield	Laketon	Viola
Dexter	Laketon Sand Pit	Water Valley
Dodds	Lang	Wells
East Cairo	Ledford	Wickliffe
Elva	Maxon	Winford
Florence	Mayfield	Wingo
Fulton		

## LOUISIANA—Stations as follows:

Abel	Angie	Bayou Paul
Abita Springs	Angola	Bayou Sara
Addison	Anson	Belle Helene
Albany	Arcola	Belle Point
Alcazar	Arlington	Belmont
Almedia	Baines	Benton
Alsen	Baker	Bingen
Alton	Bankston Spur	Bird
Amite	Barmen	Bogalusa
Amos	Baton Rouge	Bolivar
Angelina	Battle	Bolivar Jet.



## LOUISIANA—Stations—Continued

Bonifouca	Corbin	Geismar
Bonn	Cornland	Genesee
Bradleys	Cosun	Genesee Spur
Brakel	Cottage Farm	Gentilly
Brandon	Covington	Georgeville
Breckwaldt	Crespo	Getreau
Brittany	Cumnock	Giblin
Brockdale	Cutrer's	Gills Spur
Brooks	Daniels	Goodbee
Brookview	Day	Good Hope
Brothers	Denham Springs	Goodwin & Strick-
Brown	Dolsen	land Spur
Bruder	Doyle	Gourier
Bruns	Dreyfous	Gramerey
Bullion	Dunbar	Grangeville
Burnside	Duren	Graves
Burtville	Dutch Bayou	Greenlaw
Busby Lumber	Dyson	Gullets
Spur	Eagle	Gurley
Bush	East Kentwood	Guzman
Campbells	Edenborn	Hackley
Carpenters	Elvina	Hamilton
Carville	Essen	Hammond
Catalpa	Ethel	Harahan
Central	Fallon	Helvetia
Chapman	Florenville	Hermitage
Chattsworth	Flukers	Hester
Chef Menteur	Folsom	Hillery
Citrus	Forest Glen	Hill's Switch
Claiborne	Franklinton	Holden
Clifton	Frellsen	Home
Clinton	Frenier	Honey Island
Coburn (Tangipa-	Frieler	Hoods
hoa Parish)	Fulda	Howells
Coles Wye	Gamble Spur	Huggins
Colomb Park	Gardere	Humphries
Convent	Garyville	Hutchinson

## LOUISIANA—Stations—Continued.

Hygeia	McGehee	North Slidell
Independence	McHugh	Norwood
Irene	McManus	Nott
Irvings	Magee	Oak Hill
Isabel	Malarcher	Oaklawn
Jackson Road	Manchac	Oakley
Jefferson	Mandeville	106 Mile Spur
Jenkins	Manheim	Oneida
Johnsons	Manske	Onville
Jones	Marston	Ormond
Julia	Maryland	Ory
Kassel	Mason	Ozone Park
Keller	Maud	Paloma
Kemp	Micheaud	Patterson
Kenner	Millards	Paulina
Kenner Jct.	Milneburg	Pearl River
Kents Mill	Mitch	Pecan Grove
Kentwood	Montegut	Pfalzheim
Kleinpeter	Montpelier	Phillips
Konstanz	Montz	Pico
La Branch	Moores Crossing	Pigott's
Lacombe	Morgan	Pinecliff
Lake Catherine	Morgans	Pine Grove
La Place	Mt. Airy	Pine Grove Wye
Laurel Hill	Mt. Herman	Pineview
Lee	Mount Houmas	Plettenburg
Leescreek	Murdock	Ponchatoula
Lewis	Napton	Poolsbluff
Lewiston	Natalbany	Port Chalmette
Lily	Neckar	Port Hudson
Lindsay	Nettie	Powells
Little River	New Orleans	Price
Little Woods	Newsom's	Prospect
Longwood	Nichols	Ramsay
Lutcher	North Baton	Rapidan
Luzon	Rouge	Rearwood
McElroy	North Shore	Red Bluff

## LOUISIANA—Stations—Continued.

Remy	Scotland	Trest
Rescue	Siegen	Uncle Sam
Reserve	Slaughter	Union
Rhodes	Slidell	Varnado
Richards	Smith	Velma
Richardson	Soest	Viavant
Riddle	Sorrento	Victoria
Rigolets	South Point	Vidalia
Rio	Southport Jet.	Villere Front
Roberts	Southwood	Virgin
Rose	Sport	Wakefield
Roseland	Spring Creek	Waldeck
Rost	Stafford	Walker
Ruddock	Steff	Walsh
St. Elmo	Stein	Warnerton
St. Gabriel	Stern's Factory	Warren
St. Joe	Stevensdale	Weber
St. Johns	Store No. 21	Welcome
St. Mary	Store No. 48	Welham Platform
St. Rose	Story	Whitman
St. Tammany	Strader	Wilhelm
Salmens	Strothers	Wilmer
Sarpy	Sun	Wilson
Sauve	Sunny Hill	Wilton
Seabrook	Talisheek	Witten
Sellers	Tangipahoa	Woodhaven
Sharp	Terre Haute	Woodland
Sharpsburg	Tickfaw	Wortham
Shaw	Tie Spur	Youngs
Shiloh	Timberton	Zachary
Shrewsbury	Timberton Jet.	Zona
Scanlon		

MISSISSIPPI—Except stations shown on pages 95 and 96.



## TENNESSEE—Stations as follows:

Alamo	Conger	Gibbs
Allens	Cordova	Gibson
Alturia	Covington	Gilmore
Arlington	Crockett	Gleason
Atoka	Crockett Mills	Grand Junction
Atwood	Curve	Greenfield
Augustus	Cuthbert	Greer
Bailey	Cypress	Grover
Bartlett	Darwin	Gwin
Baskerville	Denmark	Guys
Bellevue	Dresden	Halls
Bells	Dudley	Harris
Bemis	Duryea	Hatchie
Berclair	Dyer	Henderson
Bethel	Dyersburg	Heneks
Big Hatchie	Eads	Henning
Bolivar	Ellendale	Henry
Braden	Ensley	Hickory Valley
Bradford	Falcon	Hickory Withe
Brighton	Felts	Hillside
Brittain	Ferguson &	Hilltop
Brooksdale	Palmer Spur	Humboldt
Brownsville	Finger	Idlewild
Bruce's	Finley	Imperial
Brunswick	Flippin	Ina
Buntyn	Forest Hill	Jackson
Burkitt	Forty-Five	Jones
Cades	Fowlkes	K. C. Jct.
Capleville	Frettin	Keeling
Carroll	Friendship	Kenton
Cedar Grove	Fruitland	Kerrville
Chewalla	Fruitvale	Laconia
Clamore	Gadsden	La Grange
Clay	Galloway	Latta
Cobbs	Gardner	Lawrence
Colcutt	Gates	Leewood
Collierville	Germantown	Lenow

## TENNESSEE—Stations—Continued.

Lenox	Paris	Sitka
Lucy	Park Davis	Somerville
McConnel	Parkers	South Fork
McKenzie	Pea Point	South Fulton
McNairy	Perry	South Memphis
Mandles	Phillippy	Springdale
Malesus	Pierce	Stanton
Markham	Pinson	Stevens Jct.
Martin	Piperton	Stinger
Mason	Pocahontas	Switch No. 5
Master	Polk	Teague
Maury Jct.	Pomona	Templeton
Medina	Proctor City	Terrell
Medon	Puryear	Tiger Tail
Melrose	Race Track	Tigrett
Memphis	Raine	Tipton
Mengelwood	Ralston	Tiptonville
Mercer	Ramer	Toone
Middleburg	Rialto	Trenton
Middleton	Richwood	Trezevant
Milan	Ridgely	Trimble
Millington	Ridgeway	Troy
Minonk	Ripley	Union City
Miston	Rives	Vildo
Moffat	Roberts	Wade
Montgomery Park	Robinson	Waldron
Morris Spur	Rogers Springs	Warren
Moscow	Rossville	Wells
Mullins	Routon	West
National Cemetery	Rutherford	White
Neely	Saulsbury	Whitehaven
Newbern	Scaife	Whites
Normal School	Selmer	Whiteville
Oakfield	Shandy	Whitlock
Oakland	Sharon	Williston
Oakville	Shepards	Wilson
Obion	Shoffner	Woodland Mills

## TENNESSEE—Stations—Continued.

Woodstock	Wynnbург	Youngs
Wrights	Yale	

## 24. MISSOURI RIVER CROSSINGS®

Proportional rates from territory east of the Illinois-Indiana State Line to Montana and other Trans-Mississippi Territory apply only on shipments moving through these crossings. Sioux City, Ia., is not a river crossing, but it is accorded the privilege of proportional rates in competition with Omaha, Neb.

Armourdale	Kan.	Omaha	Neb.
Atchison	Kan.	Pacific Jet	Ia.
Council Bluffs	Ia.	St. Joseph	Mo.
Kansas City	Kan.	Sioux City	Ia.
Kansas City	Mo.	South Omaha	Neb.
Leavenworth	Kan.	Sugar Creek	Mo.
Nebraska City	Neb.		

## 25. MISSOURI RIVER POINTS

As defined in Trans-Missouri Rules Circular No. 1 and Succeeding Issues.

Agency Ford	Mo.	Council Bluffs	Ia.
Amazonia	Mo.	Coverdale	Kan.
Armour	Mo.	Craig	Mo.
Armourdale	Kan.	Curzons	Mo.
Atchison	Kan.	DeKalb	Mo.
Bartlett	Ia.	Dearborn	Mo.
Bean Lake	Mo.	Edgerton Jet	Mo.
Beverly	Mo.	East Leavenworth	Mo.
Bigelow	Mo.	Farley	Mo.
California Jet	Ia.	Folsom	Ia.
Camden Point	Mo.	Forbes	Mo.
Corning	Mo.	Forest City	Mo.

®Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).



## MISSOURI RIVER POINTS—Continued.

Fortescue .....	Mo.	Pacific Jet.. .....	Ia.
Fort Leavenworth....	Kan.	Parkville .....	Mo.
Frazier .....	Mo.	Payne .....	Ia.
Gower .....	Mo.	Percival .....	Ia.
Greenwood .....	Mo.	Phelps .....	Mo.
Halls .....	Mo.	Platte City.....	Mo.
Hamburg .....	Ia.	Plattsmouth .....	Neb.
Harbo .....	Mo.	Pleasant Hill .....	Mo.
Harlem .....	Mo.	Raytown .....	Mo.
Haynies .....	Ia.	Rulo .....	Neb.
Hovey .....	Mo.	Rushville .....	Mo.
Iatan .....	Mo.	St. Joseph.....	Mo.
Island Park.....	Ia.	Settles .....	Mo.
Kansas City.....	Kan.	Sioux City.....	Ia.
Kansas City.....	Mo.	Smithville .....	Mo.
Kenmoor .....	Mo.	South Lee.....	Mo.
Langdon .....	Mo.	South Omaha .....	Neb.
Leavenworth .....	Kan.	Stillings .....	Mo.
McPaul .....	Ia.	Sugar Creek.....	Mo.
Missouri Valley.....	Ia.	Vale .....	Mo.
Napier .....	Mo.	Waldron .....	Mo.
Nebraska City.....	Neb.	Wallace .....	Mo.
Nishnabatna .....	Mo.	Watson .....	Mo.
Nodaway .....	Mo.	Weston .....	Mo.
Omaha .....	Neb.	Winthrop .....	Mo.
Onawa .....	Ia.		

## 26. MISSOURI RIVER POINTS

As defined in Exceptions to the Official Classification

Armourdale .....	Kan.	Omaha .....	Neb.
Atchison .....	Kan.	Pacific Jet.....	Ia.
Council Bluffs.....	Ia.	St. Joseph.....	Mo.
Kansas City.....	Kan.	Sioux City.....	Ia.
Kansas City.....	Mo.	South Omaha.....	Neb.
Leavenworth .....	Kan.	Sugar Creek.....	Mo.
Nebraska City .....	Neb.		

27. MONTANA COMMON POINTS

Anaconda	Dawson	Mares
Austin	Deer Lodge	Mill Creek
Avon	Dempsey	Mullan
Birdseye	Dough Jct.	Race Track
Blossburg	Elliston	Ross
Boulder	Garrison	Schiffman
Boyd	Gregsons	Silver Bow
Bradley	Hackney	Stuart
Butler	Helena	Walkers
Butte	Kohrs	Warm Springs

28. MONTGOMERY SUB-TERRITORY

(Map 5 and description on back thereof)

For a complete list of stations see section 3 of "Southeastern Territory" of this section.

29. NEW ENGLAND FREIGHT ASSOCIATION TERRITORY®

(Map 2)

Comprising the stations named below in

CONNECTICUT	NEW HAMPSHIRE	RHODE ISLAND
MAINE	NEW YORK	VERMONT
MASSACHUSETTS		

CONNECTICUT—All stations.

MAINE—All stations.

MASSACHUSETTS—All stations.

NEW HAMPSHIRE—All stations.

NEW YORK—As follows:

Brookview	Claverack	Ghent
Buskirk	Eagle Bridge	Harrison
Canaan	East Buskirk	Hoosick
Chatham	East Chatham	Hoosick Falls
Chatham Centre	East Shagticoke	Hoosick Junction

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## NEW YORK—Stations—Continued.

Hudson	Niverville	Shagticoke
Hudson Upper	North Hoosick	Troy
Johnsonville	Petersburg	Upper Hudson
Lansingburg	Port Chester	Valley Falls
Larchmont Manor	Pulvers	Van Hoesen
Mamaroneck	Rennselaer	Walloomsac
Mechanicsville	Reynolds	West Valley Falls
Mellenville	Rye	White Creek
Melrose		

## RHODE ISLAND—All stations.

## VERMONT—All stations.

## 30. NORTH PACIFIC COAST TERMINALS

Trans-Continental Freight Bureau West-Bound Tariff No. 4 contains the list of these terminals shown below:

Aberdeen .....	Wash.	Georgetown .....	Wash.
Albina .....	Ore.	Graham .....	Ore.
Anacortes .....	Wash.	Hoquiam .....	Wash.
Astoria .....	Ore.	Interbay .....	Wash.
Ballard .....	Wash.	Kenton .....	Ore.
Bellingham .....	Wash.	Latona .....	Wash.
Black River.....	Wash.	Linnton .....	Ore.
Black River Jet....	Wash.	Montavilla .....	Ore.
Blaine .....	Wash.	Portland .....	Ore.
Bothell .....	Wash.	St. Johns.....	Ore.
Brooklyn .....	Wash.	Seattle .....	Wash.
Burlington .....	Ore.	Seattle Piers .....	Wash.
Cosmopolis .....	Wash.	South Aberdeen ....	Wash.
Dupont .....	Wash.	South Bellingham...	Wash.
Earlington .....	Wash.	South Tacoma.....	Wash.
East Portland.....	Ore.	Tacoma .....	Wash.
East St. Johns.....	Ore.	Tacoma Wharf .....	Wash.
Everett .....	Wash.	University .....	Ore.
Fremont .....	Wash.	Vancouver .....	Wash.
Fulton .....	Ore.		



31. NORTHWESTERN TERRITORY<sup>©</sup>

CANADA—All points in the Provinces of Alberta, British Columbia, Manitoba and Saskatchewan.

IDAHO—All stations, except when routed via Missouri River Crossings.

MICHIGAN (Upper Peninsula)—Stations as follows:

Abbitosse	Ewen	Montreal
Agate	Fair Oaks	Morgan
Anthony	Falls	Murphy
Baltimore	Foy	Murphy Pit
Barclay	Gale	Nestor
Basco	Gem	Nestoria
Beaton Spur	Gillet	Newport Siding
Bergland	Gogebie	Nobles
Bessemer	Groesbeck	North Bessemer
Bessemer Jct.	Gunet	Onyx
Black River	Hartley's	Opal
Blemers	Hutula	Paquette
Bruces Crossing	Interior	Paulding
Camp Francis	Ironwood	Paynesville
Carp Switch	Jumbo	Perch
Chesbrough	Keeler	Peshims
Choat	Kenton	Pilgrim
Clark	King Lake	Planter
Clarksburg	Kitchi	Pryor
Covington	Kroll	Ramsay
Craigsmere	Lake Gogebie	Robbins
Crozier's Mill	Leo	Robinson
Dorais	Lewis	Ruby Spur
Duke	Linstedt	St. Collins
Dunham	Maki	Sandhurst
Emerson	Marenisco	Schriver
Erickson	Massie	Siding No. 339
Erlandson	Matchwood	Sidnaw

<sup>©</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).

**MICHIGAN—(Upper Peninsula)—Stations—Continued.**

Siemans	Thayer	Wakefield
Silberg	Thomaston	Wall
Sherry	Tioga	Watersmeet
Spur No. 2	Topaz	Watton
Spur No. 3	Trout Creek	Wellington
Spur No. 7	Tula	Whipple
Spur No. 212	Tula Pit	Williamson
Spur No. 317	Turtle	Woodroy
State Line	Vermilac	Yukon
Sylvania	Verona	

**MINNESOTA—All stations except**

Adrian	Hills	Round Lake
Ash Creek	Kanaranzi	Rushmore
Beaver Creek	Luverne	Steen
Bigelow	Magnolia	Warner
Bruce	Manley	Worthington
Ellsworth	Org	

**MONTANA—All stations except when routed via Missouri River Crossings.****NORTH DAKOTA—All stations.**

**OREGON—All stations except the following when routed via Missouri River Crossings:** Arcadia, Cairo, Huntington, Mallett, Nyssa, Ontario and Vale.

**SOUTH DAKOTA—All stations except**

Annie Creek	Bench Mark	Buena Vista
Siding	Benclare	Buffalo Gap
Anthony's	Berne	Burke
Apex	Black Hawk	Burke's Siding
Ardmore	Blacktail	Calcite
Argentine	Bonesteel	Canton
Argyle	Booge	Central City
Avalon	Brandon	Chilson
Aztec	Brennan	Colome
Belle Fourche	Bucks	Corson

## SOUTH DAKOTA—Stations—Continued.

Crown Hill	Hot Springs	Provo
Custer	Hudson	Rapid City
Dallas	Iron Creek Y.	Redfern
Deadwood	Ivanhoe	Rockford
Dewey	Jefferson	Roubaix
Dumont	Jones	Rowena
East Sioux Falls	Juno Spur	Rumford
Edgemont	Keystone	Runkel
Elk Point	Kirk	St. Charles
Elmore	Lead	St. Onge
Englewood	Loring	Savoy
Erskine	Lucile Spur	Shindlar
Este	McCook	Sioux Falls
Evans Siding	Marietta	Smithwick
Fairburn	Maurice	Spearfish
Fairfax	Mayo	Stage Barn Canyon
Fairview	Millers	Sturgis
Galena	Minnekahta	Terry
Galena Jet.	Moll	Tilford
Garretson	Mystic	Underwood
Gregory	Nahant	Valley Springs
Hanna	Nemo	Wasp No. 2 Spur
Harrisburg	Oelrichs	West Nahant
Havens	Oreville	Whitetail Summit
Hermosa	Piedmont	Whitewood
Herrick	Pluma	Winner
Hill City	Pringle	Woodville
Holloway		

## WASHINGTON—All stations.

## WISCONSIN—Stations as follows:

Albertville	Altamont	Angus
Alder	Altoona	Anson
Alma	Amery	Appalonia
Almena	Amnicon	Arnold
Allouez	Anderson Mills	Ashland



## WISCONSIN—Stations—Continued.

Ashland Jet.	Boyceville	Clayton
Athelstane	Boyd	Clear Lake
Athens	Boylston	Clubine Jet.
Atwood Spur	Brick Yard Spur	Cobban
Augusta	Bridgeport	Cochrane
Avoca	Brill	Coda
Badger Mills	Bruce	Colfax
Baldwin	Brule	Comfort
Barksdale	Brunet	Comstock
Barnum	Burkhardt	Coon Valley
Barron	Butternut	Cornell
Barronett	Cable	Cotton
Bateman	Cable Pit	County Line
Bay City	Cadott	Crocker Spur
Bayfield	Cameron	Cumberland
Bear Trap	Campbell Mill	Curlew
Beebe	Campbells Spur	Cusson
Beldenville	Campia	Cutter
Bell	Canton	Cylon
Belle Center	Carlson	Dallas
Bellinger	Caryville	Danube
Bennett	Catawba	Dauby
Benoit	Cedar	Dedham
Bena	Cedar Falls	Deer Park
Benson	Central Ave.	Defer
Berg Park	Centuria	Deronda
Bibon	Chapman	Dewey
Birch	Chaseburg	Donald
Birchwood	Chelsea	Downing
Blanchard	Chetek	Downsville
Bloomer	Chequamegon Jet.	Dresser Jet.
Blueberry	C. St. P. M. & O.	Drummond
Blue River	Jet.	Dunnville
Bluff Creek	Chippewa Falls	Durand
Bluff Siding	Chippewa Mine	Eagle Point
Boardman	Circle Spur	Earl
Boscobel	Clarks	Eau Claire

## WISCONSIN—Stations—Continued.

Edith	Hammond	Joel
Edminster Spur	Hannibal	Jump River
Eliot	Hanson & Johnson	Kennan
Eleva	Spur	Kero
Elk Mound	Hatch	Kimball
Elmwood	Haugen	Kipling
Ellsworth	Hawkins	Knapp
Emerald	Hawthorne	Koll
Enderline	Hayward	Kruger
Engoe	Hazel Park	La Crosse
Ester	Headquarters	Ladysmith
Fall Creek	Henderson	La Farge
Fennimore	Hersey	Lake Nebagamon
Fifield	High Bridge	Lakeside
Fleming	Hillsboro	Lampson
Foaches	Hillsdale	Lancaster
Forsman	Hines	Laree
Forest City	Holcombe	Larsen Spur
Foxboro	Hopkins	Le Claire
Frederic	Houghton	Lehigh
Galesville	Howard	Lenawee
Gays Mills	Hornersville	Leonards
Gile	Hoyt	Liberty
Gilman	Hudson	Linderman
Girard Jct.	Hudson City	Lone Rock
Glen Flora	Hughey	Luck
Glenwood	Hurley	Lynch
Glidden	Huser Spur	Lytles
Glover	Ingram	Maiden Rock
Gordon	Ino	Maple
Gotham	Ipswich	Marengo
Grand Crossing	Iron Belt	Marshland
Grand View	Iron River	Marston
Grantsburg	Itasca	Martel
Grimpo	Jewett	Mason
Gurney	Jewett Mills	Maxwell
Hager	Jim Falls	McDougal Spur

## WISCONSIN—Stations—Continued.

McVickers	Pennington	Rosedale
Medford	Pepin	Rusk
Mellen	Perley	Rustone Spur
Menomonie Jct.	Petersburg	St. Croix Falls
Merit	Phillips	St. Croix Spur
Middle River	Phillips Spur	St. Louis
Midway	Phipps	Salmo
Mikana	Pike River	Sanborn
Milltown	Pikes	Sand Spur
Mineral Point	Pine Creek	Sarona
Crossing	Platteville	Saunders
Minong	Pokegama	Sauntry
Mondovi	Pokegama Jct.	Savoy
Morse	Poplar	Saxton
Moquah	Porters Mills	Schneider Spur
Muscoda	Poskin Lake	Sedgwick
Muskeg	Prairie du Chien	Seeley
Narrows	Prentice	Severance
Neally	Prentice Jct.	Shell Lake
Nelson	Prescott	Sioux
Nettleton Ave.	Prescott Road	Slag Pile Spur
New Auburn	Price	Slowbridge
New Richmond	Rath	Soldiers Grove
North La Crosse	Reedstown	Solon Springs
Northline	Red Cedar	Somerset
Nye	Requa	Soudan
Odanah	Rhodes	South Range
Ogoma	Rice Lake	South Superior
Onalaska	Richardson	Spider Lake
O'Neill	Richland Center	Spooner
Orrville	Rickard Spur	Spring Brook
Osceola	Ridgeland	Spring Green
Osseo	Ritan Spur	Spring Valley
Park Falls	River Falls	Spur No. 68
Pearson	Roberts	Spur No. 91
Pembine	Rock Crusher	Spur No. 104
Pence	Rockmont	Spur No. 130



## WISCONSIN—Stations—Continued.

Spur No. 146	Sutherland	Viroqua
Spur No. 148	Sweden	Wabash
Spur No. 152	Teegarden	Walbridge
Spur No. 161	Thornapple	Wascott
Stanley	Thorpe	Washburn
Stanton	Tony	Waster Spur
Starr	Topside	Wauzeka
State Line	Trainor	Wentworth
Stearns	Tramway	Werley
Steele	Trego	Westby
Steuben	Trempeleau	Westboro
Stinnett	Trevino	West Superior
Stitzer	Truax	Weston
Stockholm	Turtle Lake	Weyerhauser
Stoddard	Tuscobia	Wheeler
Strauman	Twentieth Ave.	White River
Strickland	Twin Bear	Wiehe
Strum	Twin Bluff	Wildwood
Summit	Upton	Wilson
Superior	Van Buskirk	Winne-Boujoun
Superior (East	Victor	Woodman
End)	Viola	Woodville

## 32. OHIO RIVER CROSSINGS

As defined in Exceptions to the Official Classification

Brookport .....	Ill.	Louisville .....	Ky.
Cairo .....	Ill.	Madison .....	Ind.
Cincinnati .....	Ohio	Mounds .....	Ill.
Evansville .....	Ind.	Mt. Vernon.....	Ind.
Gale .....	Ill.	New Albany .....	Ind.
Jeffersonville .....	Ind.	Thebes .....	Ill.
Joppa .....	Ill.	Thebes Transfer.....	Ill.

33. PRORATING POINTS IN IOWA AND MISSOURI  
As defined in Exceptions to the Official Classification<sup>Ⓢ</sup>

Alexandria .....	Mo.	Keokuk .....	Ia.
Ashburn .....	Mo.	La Grange .....	Mo.
Ballinger .....	Ia.	Lamb .....	Mo.
Beck .....	Ia.	La Motte.....	Mo.
Bellevue .....	Ia.	Le Claire .....	Ia.
Bettendorf .....	Ia.	Linwood .....	Ia.
Bricker .....	Ia.	Louisiana .....	Mo.
Buffalo .....	Ia.	Love .....	Mo.
Bullards .....	Ia.	Lyons .....	Ia.
Burlington .....	Ia.	Macuta .....	Ia.
Busch .....	Ia.	Middle Lock.....	Ia.
Camanche .....	Ia.	Montpelier .....	Ia.
Canton .....	Mo.	Montrose .....	Ia.
Cascade .....	Ia.	Mooar .....	Ia.
Clemens .....	Mo.	Mungers Switch.....	Mo.
Clinton .....	Ia.	Muscatine .....	Ia.
Davenport .....	Ia.	Pleasant Creek .....	Ia.
Dubuque .....	Ia.	Pleasant Valley.....	Ia.
Dunsford .....	Mo.	Princeton .....	Ia.
Elk River Jct.....	Ia.	Reading .....	Mo.
Fairport .....	Ia.	Sabula .....	Ia.
Folletts .....	Ia.	St. Louis.....	Mo.
Fort Madison.....	Ia.	Sandusky .....	Ia.
Galland .....	Ia.	Santuzza .....	Mo.
Gordon's Ferry.....	Ia.	Saverton .....	Mo.
Gregory .....	Mo.	Shaffton .....	Ia.
Green Island.....	Ia.	Shoecraft .....	Ia.
Hannibal .....	Mo.	Shopton .....	Ia.
Helton .....	Mo.	Spring Grove.....	Ia.
Huiskamp .....	Mo.	Summit .....	Ia.
Ilasco .....	Mo.	Tile Works.....	Ia.
Kemper .....	Ia.	Viele .....	Ia.

<sup>Ⓢ</sup> Shipments from these points eastbound and to them westbound are governed by the Official Classification.

## PRORATING POINTS IN IOWA AND MISSOURI—Continued.

West Burlington.....Ia.	Wever .....Ia.
West Keithsburg.....Ia.	White Rock.....Mo.
West Quincy .....Mo.	

## 34. RIO GRANDE CROSSINGS

Brownsville, Tex.; Eagle Pass, Tex.; El Paso, Tex.; Laredo, Tex., are the Rio Grande Crossings.

35. SOUTHEASTERN BASING POINTS<sup>①</sup>

Augusta .....Ga.	Hawkinsville .....Ga.
Bainbridge .....Ga.	Jacksonville .....Fla.
Beaufort.....S. C.	Johnson City.....Tenn.
Birmingham .....Ala.	Macon .....Ga.
Brunswick .....Ga.	Milledgeville .....Ga.
Charleston .....S. C.	Montgomery .....Ala.
Columbia .....Ala.	River Jct.....Fla.
Columbus .....Ga.	Rome .....Ga.
Dublin .....Ga.	Savannah .....Ga.
Eufaula .....Ala.	Selma .....Ala.
Fort Gaines.....Ga.	

36. SOUTHEASTERN FREIGHT ASSOCIATION TERRITORY  
(Map 5 and description on back thereof)37. SOUTHEASTERN MISSISSIPPI VALLEY ASSOCIATION TERRITORY  
(Map 5 and description on back thereof)

This territory should be distinguished from Mississippi Valley Territory. The latter is a rate adjustment territory, and the former a freight association territory.

38. SOUTHEASTERN TERRITORY<sup>②</sup>  
(Map 5)

<sup>①</sup>The more important points only are shown (unofficial).

<sup>②</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association (Chicago).



1. *Atlanta Sub-Territory*

Comprising the stations named below in

ALABAMA

GEORGIA

TENNESSEE

FLORIDA

SOUTH CAROLINA

ALABAMA—Stations as follows:

Abanda	Berwick	Champion
Adams	Blake	Chandler Springs
Alabama City	Blanche	Chase
Albertville	Blanton	Chepultepec
Alexandria	Blue Mountain	Cherokee Mills
Alfretta	Blue Pond	Chesterfield
Allen	Bluffton	Chestnut
Alpine	Boaz	Chinneby
Alton	Bolivar	Choccolocco
Altoona	Borden Springs	Citico
Anderson	Bostick	Cliff
Andrews	Boys Tank	Coal City
Angel	Bradford	Cobb City
Anniston	Bridgeport	Coe
Argo	Bristow	Cogswell Siding
Armstead	Brompton	Coldwater
Askew	Brownsboro	Colgate
Ashland	Buckie	Collbran
Atkinson	Buek	Collinsville
Attalla	Buffalo	Comet
Aughtman	Burgess	Congo
Bailey	Bush	Cooks
Barclay	Bynum	Cook's Springs
Barclays	Caldwell	Coosa Valley
Bath Springs	Carara	Cox Spur
Battelle	Carara Junction	Cragford
Belle Mina	Carlisle	Cropwell
Bensyde	Carpenter	Crudup
Benjamin	Cedar Bluff	Crump's Tank
Bennett's	Cedar Grove	Cumberland Min-
Berneys	Cedric	ing Co.

## ALABAMA—Stations—Continued.

Curry	Grasmere	Killian
Cusseta	Gray	Kiowa
Daisy	Graystone	Kirk
Dale	Greenbrier	Kymulga
Dallas	Greens	Ladiga
Dambmann	Griffin & Ackers	La Fayette
Danway	Gunter's Landing	La Garde
Davis & Crump	Guntersville	Landers
De Armanville	Gurley	Lane
De Bard	Hammond Mines	Lanett
Dickert	Harbin	Laney
Dixiana	Hardwick	Langdale
Doleito	Harrison	Langdon
Doleito Jet.	Heflin	Larkinsville
Duke	Henderson	Lawrence
East Alabama Jet.	Hiawatha	Leatherwood
Eden	Highland	Leba
Edwards	Hilton	Ledbetters
Edwardsville	Hobbs Island	Leesburg
Elko	Hollingsworth	Lehigh
Emauhee	Hollywood	Lehigh No. 2
Erin	Huntsville	Lester
Ewing	Ingram Wells	Lewins
Fackler	Inland	Lily Flagg
Farill	Ironaton	Lim Rock
Farley	Iron City	Lincoln
Five Points	Ivalee	Lineville
Flat Rock	Jacksonville	Little River
Forsythe	Jamestown	Littleton
Fort Payne	Jenifer	Lock
Frog Mountain	Jester	Loop
Fruithurst	Johnson	L. & N. Crossing
Gadsden	Kaolin	McCalmont
Gate City	(De Kalb Co.)	McClendon
Glass	Keener	McCulloh
Glencoe	Kenny	McElderry
Government Spur	Ketona	McFall

## ALABAMA—Stations—Continued.

McGinty	Parsons	Round Mountain
Mackey	Patterson	Ruffner No. 1
Madison	Peavy	Ruffner No. 3
Malone	Peeples	Rylands
Margaret	Pell City	St. Clair
Markstein	Pell City Cotton	St. Ives
Merrelton	Mill	Sanie
Mitchell Mountain	Piedmont	Saunders Spur
Coal & Iron Co.	Pleasant Gap	Savage
Moody's Spur	Porterville	Schuler
Moore's Cut	Prescott	Scottsboro
Moragne	Price	Seaboard Coal &
Morris Mine	Prices	Coke Co.
Morris Mine Jet.	Pyriton	Seddon
Mountainboro	Quarry Spur	Selfville
Mt. Jefferson	Queenstown	Shawmut
Mt. Pinson	Ragan	Sherbrook
Moxley	Ragland	Shocco
Mud Creek	Ramsay	Sico
Munford	Rayburn	Siding 71
Murrarycross	Read's Mill	Siebert
Muscadine	Reeseville	Silver Run
Nelson	Remlap	Slackland
Nolan	Rendalia	Sligo
Nottingham	Renfro	Spring Garden
Oakland	Richardson	Springville
Odenville	Riverside	Standing Rock
Ohatchie	Riverview	Steele
Oneonta	Roanoke	Stemley
Osanippa	Robersons Spur	Stephens
Owens	Robinsons Spur	Stevens Gap
Oxford	Rock City	Stevenson
Paint Rock	Rock Run	Stockdale
Paint Rock Bridge	Rock Spring	Strouds
Palestine	Rock Spring	Sycamore
Palmers	Quarry	Taff
Pana	Roper	Tait's Gap



## ALABAMA—Stations—Continued.

Talladega	Vigo	Whitney
Tecumseh	Village Springs	Williams
Tennys	Vulcan	Wilsonia
Tokio	Wadley	Wimberley
Tredegear	Wahneta	Woodall
Trussville	Waldo	Woodlawn
Tumlin Gap	Walker's Crossing	Woodville
Turkeytown	Wapella	Woolfolk
Turner	Weathers	Word
Upton	Welch	Wynn
Valley Head	Wellington	Yamme
Valley Mines	Whites	Yellow Creek
Vanns	Whites Mill	Zuni
Varners Spur		

FLORIDA—All stations except those in Montgomery Sub-Territory.

GEORGIA—All stations except those shown on pages 4, 85 to 87 and 94 to 95.

## SOUTH CAROLINA—Stations as follows:

Adams Run	Beldoe	Cannons
Allendale	Bennett	Cave
Almeda	Berry Hill	Charleston
Appleton	Besleau	Cherokee
Armstrong	Bidgood	Colleton
Ashepoo	Blakes	Coopers
Ashepoo Crossing	Bowers	Coosaw
Ashleigh	Brabhams	Coosawhatchie
Ashley Jct.	Brennan	Copes
Ashton	Brown's Hill	Corbetts
Averills	Brunson	Cordes
Backfields	Bryans	Cowden
Barnwell	Bulow	Coxes
Barton	Bulow Mines	Crockettville
Bashan	Burton	Croghans
Beaufort	Bush	Cross Roads
Beech Island	Caldwell	Cummings
Behling	Camp Branch	Davidson

## SOUTH CAROLINA—Stations—Continued.

Drawdys	Hattievile	Padgetts
Drayton	Hethington	Padgetts Mill
Dukes	Hoffs	Parkers Ferry
Duneman	Hollywood	Pecan
Dupont	Horris	Pineland
Early Branch	Island Road	Platts
Edash	Jackson	Pon Pon
Ehrhardts	Jacksonboro	Port Royal
Ellenton	James Island	Purysburg
Ellis	John's Island	Quigley
Estill	Kathwood	Rantowles
Ethel	King	Ravenel
Fairfax	Kline	Ravenel Platform
Fechtig	Kress	Rhodes
Ferebee	Lamb's Jct.	Rickenbockers
Flyville	La Roache	Ridgeland
Frampton	Lena	Ritters
Fraziers	Lightsey	Ruffin
Furman	Lodge	Rumph
Gannons	Long & Bellamy	St. Andrews
Garnett	Luray	Salkehatchie
Garris	Luther	Sanders
Geraty's	McCants	Savannah River
Gifford	McGibson	Pit
Goodrich	McLeod	Schofield
Goshen	Magnolia	Scotia
Govan	Magwood	Seabrook
Grays	Martins	Seigling
Grays Hill	Mathis	Sheldon
Green Pond	Meggetts	Smithville
Grimes	Miley	Smoaks
H. & B. Jct.	Millett	Standard
Halsted	Moore's Gravel Pit	Steel Creek
Hampton	Moselle	Stokes
Hankinson	Myers	Stone
Hardeeville	Okeetee	Storage
Harrison	Olar	Sycamore

## SOUTH CAROLINA—Stations—Continued.

Tarboro	Ulmers	Welch
Tavora	Valentine	Whipple
Ten Mile	Varnville	White Hall
Thayers	Voorhees	Williams
Tillman	Walterboro	Yemassee
Tomotley	Wappoo	Yenome
Toogoodoo	Warrens	Yonge's Island
Towles	Weekley Spur	Youmans
Twigg		

## TENNESSEE—Stations as follows:

Alton Park	Howardville	Southern Extension Yards
Apison	Jersey	Summit
Black Fox	Kings Bridge	Tennga
Blue Springs	Ladds	Thatcher
Boyce	Lookout	Tucker Springs
Chattanooga	McCarty	Tyner
Chickamauga	McDonald	Vulcan
Citico	Marble Switch	Wauhatchie
Conasauga	Ocoee	Weatherley
Cravens	Oldfort	Wells
East Chattanooga	Ooletewah	Whiteside
Etna Mines	Shellmound	Whorley
Hinch		

## SOUTHEASTERN TERRITORY—Continued.

(Map No. 5)

2. *Atlanta Subdivision, Sometimes Called Carolina Territory  
South of the Walthalla Line*

Comprising stations in

GEORGIA	NORTH CAROLINA	SOUTH CAROLINA
	as follows:	

## GEORGIA—Stations as follows:

Air Line	Arcade	Asbestos
Alto	Armour	Athens
Anandale	Arnoldsville	Attica

## GEORGIA—Stations—Continued.

Auburn	Cornelia	Hartwell
Autry	Crawford	Hays Crossing
Avalon	Cross Keys	Heardmont
Ayersville	Currahee	Helen
Bairdstown	Dacula	Hillman
Baldwin	Deadwyler	Hills
Bedingfield	Decatur Water	Hilton Dodge
Bell	Works	Holders
Bellton	Deercourt	Hollywood
Belmont (Hall Co.)	Deerland	Hoschton
Belt Jet.	Demorest	Howells
Berkeley	Dewberry	Huff
Bethlehem	Dewy Rose	Hull
Bishop	Doraville	Hutchings
Bogart	Duluth	Inman Park
Bowman	Dunlap	Jefferson
Bowersville	Dunwoody	Joy
Braselton	Eastanollee	Kirkwood
Brookton	Edgewood	Klondike
Buford	Elberton	Lavonia
Campton	Ethridge	Lawrenceville
Candler	Evans	Lexington
Canon	Farmington	Lilburn
Carl	Fellowship Church	Little River
Cauthan	Felsen	Loganville
Center	Ficklin	Lula
Chamble	Flowery Branch	Luxomni
Clark	Fortsonia	McLeroy
Clarksboro	Gainesville	Malloryville
Clarksville	Gillsville	Martin
Clayton	Gloster	Martinez
Clermont	Goss	Mathis
Cleveland	Grayson	Maxeys
Colbert	Gresham	Maysville
Comer	Habersham	Meldean
Commerce	Hard Cash	Middleton
	Harper	Mina



## GEORGIA—Stations—Continued.

Monroe	Pittman	Tiger
Montreal	Pratt's Spur	Tignale
Morgan Jet.	Redstone	Toccoa
Morris Siding	Roswell	Tucker
Mt. Airy	Royston	Turnerville
Mulberry	Russells	Turpin
Murray Hill Spur	Sanitarium	Vanna
Nacoochee	Sells	Wallace's Mill
New Holland	Sharon	Walker Park
Nicholson	Sidney	Washington
Norcross	Smithonia	Watkinsville
Norman	Sneads	Whitehall
North Decatur	Statham	White Sulphur
North Helen	Stephens	Wiggs
Oakdene	Suwanee	Wiley
Oakwood	Sweet Water	Wilsons Church
Oconee Heights	Tallulah Falls	Winder
Oglesby	Tallulah Lodge	Winn's Spur
Ottley	Tallulah Park	Winterville
Pearl	Talmo	Woodville
Pendergrass	Thurmack	Yonah

## NORTH CAROLINA—Stations as follows:

Atwood	El Paso	Roseland
Bolivia	Emerson	Southport
Brown's Spur	Garesville	Town Creek
Brunswick	Lanvale	Wards
Clarendon	Loughlin	Winabow
Coolvale	Mt. Tabor	

## SOUTH CAROLINA—Stations as follows:

Abbeville	Apia	Aynor
Adams	Arthur	Badham
Aiken	Ashleigh	Balentine
Alcolu	Ashley Jet.	Bamberg
Allens	Ashley Phosphate	Barber
Andrews	Attaway	Barnes

## SOUTH CAROLINA—Stations—Continued.

Barnwell	Carris	Du Rant
Barr	Cayce	Earle
Batesburg	Centenary	Edgefield
Bath	Chaffee	Edmund
Bayboro	Chapin	Effingham
Baynham	Checkley Siding	Elko
Beard	Childs	Ellore
Bell	Clarks Hill	Elsie
Benbow	Clearwater	Embree
Berlin	Connor	Ethon
Blackville	Conway	Eulonia
Blakely	Cool Springs	Eureka
Bloomville	Copes	Eutawville
Bonneaus	Cordova	Fairview
Bordeaux	Coward	Fechtig
Bowyer	Crabtree	Felder
Bradley	Creco	Ferguson
Branchville	Creston	Fersners Siding
Britton	Croft	Fifty-Eight
Britts	Culler	Fishburn
Broadway	Dargan Lumber	Flyville
Brockinton	Co.	Fogle
Brogden	Darraugh	Folley Lumber Co.
Brooks	Davis	Folleys
Bulls	Dawson	Ford
Burton's Mill	Deans	Forreston
Bussey	Deep Creek	Fort Motte
Byrd	Denmark	41 Mile Siding
Cades	Dietz	Four Holes
Cades Siding	Dixiana	Fowle
Calhoun Falls	Doley	Fredonia
Cameron	Donora	Gadsden
Cana	Dorange	Gapway
Canes Mill	Dorchee	Garrick
Cannon's Crossing	Dorchester	Gaston
Carolina Lumber	Drainland	Georgetown
Mfg. Co.	Dunbarton	Georgetown Jct.

## SOUTH CAROLINA—Stations—Continued.

Gilbert	Java	McBeths
Glenn	Jedburg	McCorkle Spur
Gourdins	Jennings	McCormick
Graniteville	Johnson	Macedon
Grants	Johnsonville	McElveen Siding
Graves	Johnston	McLeod
Grays	Jordan	Madison
Greeleyville	Kaolin	Malphus
Gresham	Kings Crossing	Manchester
Hamburg	Kingstree	Manning
Hamville	Kingville	Maxwell
Harbin	Kirby	Meads
Harby	Kneece	Melons
Harleyville	Knights	Meriweather
Harvin	Koonce	Midland Park
Heinemans	Ladson	Midway
Hemingway	Lake City	Millard
Henry	Lake View	Millard Jet.
Hester	Lanes	Milledgeville
Hibernia	Langley	Milligan
Hilda	Latimer	Mills Lumber Co.
Hilton	Leapharts	Mims
Hix	Lebama	Mixson
Holly Hill	Lee	Modoc
Homewood	Leesville	Moncks Corner
Hopkins	Lesesne Siding	Monetta
Howard	Levi	Montmorenci
Howe	Lexington	Morrisville
Howells	Lincolnvill	Morson
Hudsons	Little Mountain	Mt. Carmel
Hutto	Livingstone	Mt. Holly
Immaculate Mines	Lone Star	Moy
Ingleside	Long Cane	Munn
Inglewood	Lorraine	Myer's Mill
Irmo	Loris	Myrtle Beach
Iva	Lowndesville	Naval Station
Jamison	Ludgate	Neece

## SOUTH CAROLINA—Stations—Continued.

Nesmith	Read Phosphate	Seloc
New Hope	Works	Shelley
New Zion	Reevesville	Shirer Bros.
North	Remini	Shuler
Oakley	Reynolds	Silver
Oakwood	Rhett	Simons
Olanta	Richland	Singleton
Olin	Ridge Spring	Sistrunk
One Mile Siding	Ridgeville	Sixty-Six
(City Water	Riley	Slighs
Works)	Robbins	Smith Spur
Orangeburg	Robinson	Smithville
Otranto	Roseland	Snellings
Otside	Rowesville	South Anderson
Ott	Rush	South Atlantic
Packsville	St. George	Oil Mill
Parkhill	St. Matthew	Southern Crossing
Parksville	St. Paul	Sparrow
Parlers	St. Stephens	Spigener
Paroda Jet.	Salak	Springfield
Peerless Mines	Salem	Squires
Pelion	Sallys	Starr
Perry	Salters	Steedman
Petigru	Saluda	Stilton
Pigate	Samaria	Stones
Pine Island	Sanford	Strawberry
Pinewood	Santee	Styx
Plum Branch	Santee Brick Co.	Sulton
Poston	Sardinia	Summerland
Pregnalls	Sato	Summerton
Privateer	Saxon (Water	Summerville
Privetts	Works)	Summit
Prosperity	Seranton	Sumter Jet.
Rains	Seaboard Lumber	Sunnybrook
Rayflin	Co.	Swansea
Raymond	Seivern	Taft



## SOUTH CAROLINA—Stations—Continued.

Testo	Vaucluse	Westminster
The Farms	Verdery	Weston
(formerly Lar- sons)	Wagener	Whaley
Thigpen	Walker	White Pond
Thor	Waller	White Rock
Tindall	Ward	Williams
Tionesta	Warrenville	Willington
Toumey	Warsaw	Williston
Trenton	Wateree	Wilson's Mill
Trio	Watts	Windsor
Troy	Week	Wolfton
Truit Lumber Co.	Wellings Mill	Woodford
Two Thirty-Five Mile Post	Wells	Woodlawn
Vances	West Andrews	Woodstock
	West End	Yale

SOUTHEASTERN TERRITORY—Concluded  
(Map No. 5)3. *Montgomery Sub-Territory*  
Comprising stations in

ALABAMA	FLORIDA	GEORGIA	MISSISSIPPI
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as follows:

ALABAMA—All stations except those shown on pages 60 and 80 to 83 and the following points on the N. C. & St. L. Ry.:

Bass	Coalton	Mitchell's Spur
Bell Factory	Deposit	New Market
Bobo	Elkwood	Normal
Card	Harvest	Plevna
Chase	Lax	Ready
Clark	Mercury	Toney

FLORIDA—Stations as follows:

Abe's Springs	Alum Bluff	A. N. R. R. Land- ing
Accord's Apiary	Apalachicola	Argyle
Alford	Apalachicola	Armstrong's Mill
Alliance	Lumber Co.	Aspalaga
Altha		

## FLORIDA—Stations—Continued.

Atkins	Cantonment	Degrees
A. C. L. R. R.	Caraway's	Dehu
Landing	Caraway's Lower	Dicks Point
Auburn	Carr's	Dixons
Aycock	Carter's	Dolores
Bagdad Jet.	Caryville	Doris
Bakers	Cedar Bluff	Douglass
Bank's Lower	Century	Drer's Camp
Barkley's	Chattahoochee	Dunwoody's
Barrineau Park	Chipley	Durham
Barth	Chipola	Earnestville
Battle Bend	Chipola Cut Off	East Lake Grove
Bay City	Claroy	Eleanor
Bayou Siding	Cockran's	Escandia
Bear Head	Cocoanut Bluff	Estes Camp
Betts	Coe's	Estiffanulga Upper
Bloody Bluff	Compass Lake	Esto
Blounstown	Coon	Everett
Bluff Springs	Coopers Point	Ferrell's
Bohemia	Corn Bluff	Fields
Bonifay	Cottage Hill	Flint
Braxton's	Cotton Bluff	Flowers Still
Brent	Cotton Bluff Lower	Floyd's Camp
Brick Yard	Cottondale	Forristers
Brick Yard Island	Cox	Fort Gadsden
Brigman	Crestview	Fouler's Camp
Bristol Lower	Criglar	Fountain
Bristol Upper	Curtis	Fox Hughs
Bryant's	Cutoff Camp	Franklin
Buckeye	Cypress	Frozen Bluff
Buck Horn	Cypress Creek	Galliver
Burgess Creek	Dalkeith	Galt City
Butlers	Danzing	Garden City
Calhoun	Darling Slide	Gaskin's Siding
Cairo Camp	Dawson's	Gehu
Campbelltown	Deerland	G. F. & A. Ry.
Campton	De Funiak Springs	Landing

## FLORIDA—Stations—Continued.

Glass	Johnson's Camp	Mary's
Glinds	Jack Wood's	Mignon
Godwin's	Kennedy Creek	Mill Bayou
Gonzales	Kentucky	Mill City
Gothic	Lake Grove	Milligan
Goulding	Lake Merial	Millville Jet.
Graceville	Lakewood	Milton
Gradan	Lamberts Camp	Molino
Grahams	Lampkins Camp	Mory's
Grand Ridge	Lanier's Apiary	Mossy Head
Greenhead	Lanier's Apiary,	Mt. Chipola
Griffin	Lower	Mulat
Gull Point	Langfords	Muscogee
Gunn's	L. & N. R. R.	Mucogee Bluff
Hale's Barge	Landing	Musquito
Halfcox Camp	Laurel Hill	Naiad's Landing
Hally's	Laxley's Mills	Natgoona
Hardee's	Leonards Siding	Neal's
Hardwood	Lewis Wood Yard	Needles Eye Camp
Hare's Camp	Liddon's	Niles
Harold	Lockey's Camp	Nixon
Hart	Long Pine	Noma
Hawley's	Look & Tremble	Nulsen
Haywood's	Sholes	Oakdale
Hickory	Louisa	Ocheswe
Hoffman's Camp	Loxey's Mills	Odena
Holts	Lulaton	O. K. Landing
Hoodless	McDavid	Old Blountstown
Howards Cane	McKimmonville	Old Woman's Bluff
Mill	Macon	Olive
Howells	Magnolia	Owl Creek
Hugh's	Majette	Owens
Inwood	Malone	Oxton
Iola	Marchant's	Pace Jet.
Isbell's Apiary	Marchant's Camp	Panama City
Jacobs	Marianna	Paramore's
Jarl	M. B. Ry. Landing	Parish Camp

## FLORIDA—Stations—Continued.

Patrick's	Rock Creek	Tennile's
Paxton	Rock Island Point	Tervin
Pease's	Kemp's	Thos. Whitehead
Penhook Point	Roky	Three Brothers
Pensacola	Round Lake	Tilton
Peri	Russell's	U. S. Landing
Pine Barren	St. Marks Camp	Unji
Pine Forrest	S. A. L. Ry.	Union City
Pineway	Sampsons	Valdin
Piney Grove	Saunders	Valle
Ponce de Leon	Sawlor	Vicksburg
Port St. Joe	Scott's Ferry	Vischere
Planter's	Sharpstown	Walmor
Point Coloway	Shepherds Cane	Washington
Pole Bluff	Mill	Watson's
Porter's	Shingle	Wausau
Port Jackson	Shuler's	Wayside
Pringle	Shulman	Welchton
Queen City	Silver Lake	West Owl Creek
Quintette	Simla	West Pensacola
Raines	Simsville	Westville
Ramsey's	Sink Creek	West Wynton
Ramsey's Camp	Slough	White Oak
Randlett's	Sneads	White River Camp
Rankins Camp	Southport	Wynnlum
Red Bull Bluff	Stanfill's	Yabbo
Riscoe's Bluff	Steel Bridge	Yetti
Riverside	Steel City	Yniestra
River Side	Sugar Mill	Yon's Upper
Roast Year	Summerville	Yon's Lower
Robertson	Svea	Yorick
Robinson's Camp	Sweetwater	Youngstown
Rock Bluff	Tenile	Zorid

## GEORGIA—Stations as follows:

Adam's	Anglin's	Bermuda
Allen's	Bartow	Berry's



## GEORGIA—Stations—Continued.

Bluffton	Grier's	Peacocks
Boland's	Grimsley's	Porter's Ferry
Bradley's, Lower	Gunn's	Powell's
Bradley's, Upper	G. Y. Banks	Rambo's
Brannons	Hall's, Lower	Rankin's
Catchens	Hall's, Upper	Rawls
C. of Ga. Ry.	Haysville	Rick's
Landing	Hardens	Roanoke
Chimney Bluff	Hare's	Rood's
Cody's	Harvey's	Rooney's
Colomokee	Hawks	Scherling's
Columbus	Hobb's	S. A. L. Ry.
Cunningham	Homes	Landing
Dickenson's	Howard's	Shackelford's
Dickersons	Humphries	Sheffield
Donaldson's	Indian Mound	Shepherd's
Dr. Burnetts	Jefferson's	Sherlings
East Bank	Jernigan's Lower	Shoemake's
Fairchilds	Johnson's	Smart's
Farmers	King Rocks	Sou. Ry. Landing
Fitzgerald's D. B.	Kings	Speight's
Florence	Koonce	Starke's Clay
Flournoys	Lawsons	Steam Mill
Fontaine's, Upper	Lokey's	Stewart's
Fontaine's, Lower	Mandyville	Tillmans
Fort Gaines	Midland King	Trawick's
Freeman's	Millport	Tunnage's
Fry's	Mott, Boykins	Turner's
Gaulding's	Myricks	Turnipseed's
Gibson's	Navy Yard	Wash's
Gilbert's	Orange Point	Wm. Burnett's
Gillis	Parada	Womack's
Georgetown	Paulk's	Woolfolks

## MISSISSIPPI—Stations as follows:

Aberdeen Jct.	Amory	Becker
Acker	Arklet	Belmont

## MISSISSIPPI—Stations—Continued.

Bigbee	Greenwood Springs	Pigford
Black Creek	Holcut	Pine Ridge
Brewer	Houston's Mill	Plantersville
Burnsville	Indian Mound	Quincy
Burnt Cut	Iuka	Russell
Cauhorn	Junction City	Shiloh
Chancellor	Kewaunee	Smith's Spur
Coke	Leedy	Steens
Crandall	Log Spur	Strickland
Davis	McCrary	Theadville
Dennis	Neil	Tishomingo
Gatman	Nettleton	Toomsaba
Glens	New Hope	Walker
Golden	Oldham	Wilcox
Gravel Siding	Paden	Wise's Gap

39. SOUTHWESTERN TARIFF COMMITTEE TERRITORY<sup>Ⓞ</sup>

(Map 6)

Comprising the stations named below in

ARKANSAS	MEXICO	TEXAS
LOUISIANA	OKLAHOMA	

ARKANSAS—All stations.

LOUISIANA—All stations, except stations shown on pages 61 to 64.

MEXICO—Common Points as follows:

Agua Nueva	Bustilloo	Cobian
(Coahuila)	Calera (Durango)	Conejos
Amecameca	Carneros	Cordoba
Amozoc	Casa Colorado	Cuantitlan
Apizaco	Cazadero	(Mexico)
Atlixco	Celaya	Culiacan
Atzacualco	Cerro Gordo	Durazno
Barrientos	(Mexico)	El Carmen
Bermejillo	Chihuahua	(Puebla)
Buena Vista	Cholula	El Castillo
(Coahuila)	Ciudad Juarez	El Rio (Coahuila)

<sup>Ⓞ</sup>Territorial Directory No. 3, or re-issues, by the agent for the carriers of the Central Freight Association Territory (Chicago).

## MEXICO—Common Points—Continued.

Empalme	Mesa (Chihuahua)	San Blas
Encantada	Mexico	(Sinoloa)
(Coahuila)	Minaca	San Cristobal
Escalon	Monterey	(Mexico)
Esperanza	Munoz (Tlaxcala)	Sandoval
(Puebla)	Nogales (Sonora)	(Hidalgo)
Fresno	Nopola (Hidalgo)	San Geronimo
(Chihuahua)	Noria (Coahuila)	(Oaxaca)
Garcia (Nuevo	Oaxaca	San Juan
Leon)	Otumba	(Coahuila)
Gloria	Ozumba (Mexico)	San Luis Potosi
Gran Canal	Pachua	San Marcos
Hercules	Palomas	(Puebla)
Hornos	(Chihuahua)	San Miguelito
Huehuetoca	Parral	(Vera Cruz)
Irolo	Paso del Toro	San Pedro
Ixtlahuaca	Pedernales	(Coahuila)
(Mexico)	(Chihuahua)	Santa Ana
Jalapa	Polotitlan	(Tlaxcala)
(Vera Cruz)	Puebla	Santa Eulalia
La Compania	Puerta de Ixtla	Santa Isabel
La Griega	Queretaro	(Chihuahua)
La Junta	Ramos Arispe	Santa Julia
(Chihuahua)	Rio Blanco	Santa Lucrecia
Leal	Rosendo Marquez	Santa Rita
Lecheria	Salamanca	(Hidalgo)
Linares	Salas	Santa Sabina
Llano	Salinas (San Luis	Sauceda
(Chihuahua)	Potosi)	(Coahuila)
Los Charcos	Saltillo	Tabalaopa
Los Cocas	San Andres	Temosachic
Mal Paso	(Chihuahua)	Teocalco
Marfil	San Andres	Teoloyucan
Mariscala	(Puebla)	Tepa
Matehuala	San Antonio	Ticul
Mena (Tlaxcala)	(Chihuahua)	Tlalnepantla
Merida		(Mexico)

## MEXICO—Common Points—Continued.

Toluca	Trasquila	Viesca
Torreón	Tulacingo	Zacatecas
Torres (Sonora)	Tultenango	Zitacuaro
Trancoso	Vente de Cruz	

OKLAHOMA—All stations.

TEXAS—All stations.

## 40. TEXARKANA POINTS

List of points taking same Territorial Application as Texarkana,  
Ark.-Tex.

(1) *Arkansas Points*

Acorn	Bryan	Doddridge
Allene	Buchanan	Dolph
Alton	Buckner	Dotson
Anderson	Bussey	Eagleton
Arcadia	Canfield	Emerson
Arden	Carr Kingsworthy	Experiment
Arkinda	Spur	Foreman
Ashdown	Cauthron	Fort Lynn
Austin (Drab P. O.)	Clear Lake (Little River Co.)	Fouke
Baker	Clear Lake (Miller Co.)	Frostville
Bates		Fruit Junction
Bear Creek Junc- tion	Clipper Spur	Fruita
Bellaire	Coaldale	Fulton
Belton	Combs Spur	Gamma
Bingen	Comet	Garland City
Black Diamond	Compton	Geneva
Blevins	Conley	Genoa
Box Factory Spur	Conley	Gilham
Boyd (Miller Co.)	Coulter	Gotham
Bradford	Cove	Gotham
Bradley	Deaneville	Grannis
Brister	DeQueen	Gravel Pit
	Dian	Guernsey
	Dierks	Hafton
		Hatfield



## ARKANSAS—Points—Continued.

Hatton	Mena	Red Bluff
Hennessy	Mena South	Redland (Dixon
Highland	Switch	P. O.)
Homan	Mineral	Richmond
Hon	Mineral Springs	Rich Mountain
Hope	Mohawk	Roberts (Miller
Horatio	Moore	Co.)
Howard	Morris Ferry	Schaal
Hudson	Murfreesboro	Sheppard
Joella	Nashville	Sprudel
Johnson	Neal Springs	Stamps
Kerlin	Norvell	Stranger
Kiblah	Ogden	Sweet Home
Kilgore	Oliver	Taylor
Kings (Sevier Co.)	Orchard Siding	Texarkana, Ark.-
Kress City	Orton	Tex.
Lewisville	Ozan	Tharp
Locksburg	Paroloma	Thrasher
Long	Patomos	Tokio (Hempstead
Lumber	Patton	Co.)
McCaskill	Pattsville	Vandervoort
McKami	Paup	Waldo
McKinnie	Pleasure Island	Waldron
McNabb	Post Pipe Co. Spur	Washington
McNeil	Potter	White Cliffs
Magnolia	Powers	Wickes
Mandeville	Prairie Oil & Gas	Willard
Matthews	Co. Spur	Wilton
Maxwell (Pike	Provo	Winthrop
Co.)	Pullman	Wortham
Mayton	Ravanna	

## (2) Oklahoma Points

*and from the Oklahoma points named below:*

Fogels Spur	Hodgens	Perry (Le Flore
Forrester	Page	Co.)
Heavener		Thomasville

## TRAFFIC GLOSSARY

## 41. TEXAS COMMON POINT TERRITORY

(Map 6)

## 42. TRANS-MISSISSIPPI RIVER TERRITORY®

(Map 1)

## ARIZONA—Stations as follows:

Aguila	Calumet	Erman
Alicia	Calva	Escala
Alrich	Cavot	Eugenie
Alta	Cerbat	Fields
Alto	Chiricahua	Florence
Anita	Clifton	Flores
Apache	Clune	Forepaugh
Apex	Cochran	Forrest
Arey	Cocconino	Frankenburg
Arizona City	Coledon	Frisco
Ariz. and Colo.	College Peak	Galena
Jct.	Congress	Gila
Audley	Cordes	Gilbert
Bawtry	Coronado	Gilson
Bernardino	Corta	Glade
Biddle	Creamery	Golden
Block	Crook	Grand Canyon
Bloxton	Crown King	Guthrie
Blue Bell	Cunningham	Haeckel
Bon	Davern	Hamm
Bouse	Deer Trail	Hansen Jct.
Branaman	Denny	Helena
Brills	Divide	Henrietta
Buchan	Dome	Hereford
Bunkers	Douglas	Higley
Burch	Drury	Holmes
Burns	Duncan	Hopi
Buttes	Eloy	Hull
Bylas	Enid	Humboldt

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## ARIZONA—Stations—Continued.

Iron King	Patio	Springs
Junction	Pearce	St. David
Kelvin	Peck	Stark
Kendall	Peterson	Stoval
Kennard	Pica	Sunshine
Kim	Piedra	Talklai
Kingdon	Pinal	Tanque
Kiser	Pitt	Theba
Lancha	Poland Jet.	Thomson
Land's Crossing	Polvo	Tinnaka
Lee	Prairie	Tombstone
Lewis Springs	Price	Topock
Linskey	Prieta	Tufa
Lirim	Providence	Turkey Creek
Lockhart	Puntenney	Twelve Mile Spur
Lowell	Queen Creek	Twin Buttes R. R.
McQueen	Radium	Jct.
Marana	Rankin	Union
Marrs	Red Lake	Utting
Miami	Riverside	Vaile
Middleton	Russell	Vanar
Mineral	Saddle	Vicksburg
Mobile	Salome	Warren
Mohawk Station	Servess	Warrior
Moores Spur	Sheldon	Webster
Morenci	Shope	Wenden
Naches	Silicia	Willaha
Naco	Silverbell	Winkleman
Navajo	Simon	Wood Spur
Osborn	Smith	Wooley
Pan	Solomon	York
Parker	South Siding	Zellweger
Patagonia		

ARKANSAS—All stations.

COLORADO—All stations.

IDAHO—All stations when routed via Missouri River crossings  
(named as defined in Exceptions to the Official Classification).

IOWA—All stations except the following:

Beck	Folletts	Pleasant Creek
Bellevue	Fort Madison	Pleasant Valley
Bettendorf	Galland	Princeton
Bricker	Green Island	Sabula
Buffalo	Gordons Ferry	Sandusky
Bullard	Kemper	Shaffton
Burlington	Keokuk	Shoecraft
Camanche	Le Claire	Shopton
Cascade (Des Moines Co.)	Linwood	Spring Grove
Clinton	Lyons	Tile Works
Davenport	Macuta	Viele
Dubuque	Montpelier	West Burlington
Elk River Jct.	Montrose	West Keithsburg
Fairport	Mooar	Wever
	Muscatine	

KANSAS—All stations.

MEXICO—All stations.

MINNESOTA—Stations as follows:

Adrian	Hills	Round Lake
Ash Creek	Kanaranzi	Rushmore
Beaver Creek	Luverne	Steen
Bigelow	Magnolia	Warner
Bruce	Manley	Worthington
Ellsworth	Org	

MISSOURI—All stations except the following:

Alexandria	Hannibal	Munger's Switch
Ashburn	Helton	Reading
Busch	Huiskamp	Riverland
Canton	Ilasco	St. Louis
Clemens	La Grange	Saverton
Dunsford	Lamb	West Quincy
Fenway	La Motte	White Rock
Gregory	Louisiana	



MONTANA—All stations when routed via Missouri River crossings except the following:

Anaconda	Clough Jet.	Mares
Austin	Dawson	Mill Creek
Avon	Deer Lodge	Mullan
Birdseye	Dempsey	Race Track
Blossburg	Elliston	Ross
Boulder	Garrison	Schiffman
Boyd	Gregsons	Silver Bow
Bradley	Hackney	Stuart
Butler	Helena	Walkers
Butte	Kohrs	Warm Springs

NEBRASKA—All stations.

NEW MEXICO—All stations.

OKLAHOMA—All stations.

OREGON—Stations as follows when routed via Missouri River crossings:

Arcadia	Mallett	Ontario
Cairo	Nyssa	Vale
Huntington		

SOUTH DAKOTA—Stations as follows:

Annie Creek	Black Hawk	Central City
Siding	Blacktail	Chilson
Anthony's	Bonesteel	Colone
Apex	Booge	Corson
Ardmore	Brandon	Crown Hill
Argentine	Brennan	Custer
Argyle	Bucks	Dallas
Avalon	Buena Vista	Deadwood
Aztec	Buffalo Gap	Dewey
Belle Fourche	Burke	Dumont
Bench Mark	Burke's Siding	East Sioux Falls
Ben Clare	Calcite	Edgemont
Berne	Canton	Elk Point

## SOUTH DAKOTA—Stations—Continued.

Elmore	Keystone	Redfern
Englewood	Kirk	Roubaix
Erskine	Lead	Rowena
Este	Level Siding	Rumford
Evans Siding	(Note B)	Runkel
Fairburn	Loring	St. Charles
Fairfax	Lucile Spur	St. Onge
Fairview	McCook	Savoy
Galena	Marietta	Shindlar
Galena Jct.	Maurice	Sioux Falls
Garretson	Mayo	Smithwick
Gregory	Millers	Spearsfish
Hanna	Minnekahta	Spruce
Harrisburg	Moll	Stage Barn
Havens	Mystic	Canyon
Hermosa	Nahant	Sturgis
Herrick	Nemo	Terry
Hill City	Oelrichs	Tilford
Holloway	Oreville	Underwood
Hot Springs	Piedmont	Valley Springs
Hudson	Pluma	Wasp No. 2 Spur
Iron Creek Y	Portland	West Nahant
Ivanhoe	Pringle	Whitetail Summit
Jefferson	Provo	Whitewood
Jones	Rapid City	Winner
Juno Spur	Reckford	Woodville

TEXAS—All stations.

UTAH—All stations.

WYOMING—All stations.

## 43. TRANS-MISSOURI TERRITORY

The Trans-Missouri Freight Bureau has jurisdiction over all freight traffic which has both origin and destination in the states of Kansas and Nebraska and in Missouri, west of Marshfield,

Sedalia, and Pleasant Hill and south of the main line of the Missouri Pacific Railway, upon all freight traffic originating within the territory just described and destined to points outside, except Trans-Continental traffic; also upon all traffic to and from Colorado and Utah having origin and destination east of a line drawn from Cheyenne, Wyo., to Trinidad, Colo. Map 1 of Railway Traffic Maps shows the borders of this territory.

#### 44. TRUNK LINE ASSOCIATION TERRITORY (Map 2)

Comprising the stations named below in

DELAWARE	NEW YORK
DISTRICT OF COLUMBIA	PENNSYLVANIA
MARYLAND	VIRGINIA
NEW JERSEY	WEST VIRGINIA

DELAWARE—All stations.

DISTRICT OF COLUMBIA—All stations.

MARYLAND—All stations except those shown in Central Freight Association Territory.

NEW JERSEY—All stations.

NEW YORK—All stations except those shown on pages 18 to 19 and 69 to 70.

PENNSYLVANIA—All stations except those shown in Central Freight Association Territory.

VIRGINIA—All stations except those shown in Green Line Territory.

WEST VIRGINIA—All stations except those shown in Central Freight Association Territory.

#### 45. UTAH COMMON POINTS

Ogden and Salt Lake City are the two chief common points, but there is a varying list of points that take the Ogden-Salt Lake City rates or arbitraries over. Every tariff carries its own list of points that take the Ogden-Salt Lake City rates or arbitraries over, some of which are located in Wyoming and New Mexico.

## 46. VIRGINIA GATEWAYS

The Virginia Gateways through which freight moves between Southern territory and territory north and west thereof are shown below.

Alberta	Lynchburg	Portsmouth
Altavista	Meherrin	Richmond
Brookneal	Norfolk	Roanoke
Burkeville	Petersburg	St. Paul
Jarrat	Pinner's Point	Suffolk
Kilby		

## 47. VIRGINIA COMMON POINTS

## 1. As defined in Exceptions to the Official Classification

Alexandria .....Va.	Newport News.....Va.
Basic .....Va.	Norfolk .....Va.
Berkeley .....Va.	Orange .....Va.
Buchanan .....Va.	Petersburg .....Va.
Buena Vista .....Va.	Phoebus .....Va.
Burkville .....Va.	Pinner's Point.....Va.
Charlottesville .....Va.	Portsmouth .....Va.
Clifton Forge.....Va.	Richmond .....Va.
Doswell .....Va.	Roanoke .....Va.
Farmville .....Va.	Salem .....Va.
Fort Monroe.....Va.	Smithfield .....Va.
Glasgow .....Va.	South Glasgow.....Va.
Gordonsville .....Va.	Staunton .....Va.
Hampton .....Va.	Strasburg .....Va.
Kilby .....Va.	Suffolk .....Va.
Lynchburg .....Va.	Waverly .....Va.
Lexington .....Va.	Waynesboro .....Va.
Manchester .....Va.	West Point.....Va.

and several hundred stations taking same rates as named in east-bound guide books and billing instructions. This list has rate significance in connection with eastbound rates only.



2. The Virginia Common Points named above and some 800 other stations are grouped in two rate groups for westbound rates. Map 9 shows the two groups as the Lexington group and the Virginia Cities group.

#### 48. WESTERN TERMINI POINTS

As defined in Exceptions to the Official Classification

Allegheny .....	Pa.	Irvineton .....	Pa.
Ashland .....	Ky.	Kenova .....	W. Va.
Bellaire .....	Ohio	Niagara Falls.....	N. Y.
Black Rock.....	N. Y.	North Tonawanda....	N. Y.
Buffalo.....	N. Y.	Oil City.....	Pa.
Buffalo Jet.....	N. Y.	Parkersburg.....	W. Va.
Charleston .....	W. Va.	Pittsburgh .....	Pa.
Corry .....	Pa.	Salamanca.....	N. Y.
Dunkirk.....	N. Y.	Suspension Bridge...	N. Y.
East Buffalo.....	N. Y.	Titusville .....	Pa.
Erie .....	Pa.	Wheeling.....	W. Va.
Huntington.....	W. Va.		

#### 49. WESTERN TRUNK LINE TERRITORY

(Map 1)

In the restricted meaning of the term, Western Trunk Line Territory lies roughly west of Lake Michigan and the Junctions of the Western and Central Freight Association roads, Chicago to St. Louis, as listed above; east of the Missouri River and western border of North Dakota; and south of the Canadian border. However, the Western Trunk Line Committee has a wide jurisdiction and overlaps in tariff publication much of the surrounding territory. On the other hand, the Central Freight Association and other freight committees in tariff publication invade Western Trunk Line Territory. Northwestern Territory overlaps on the north, and Central Freight Association Territory on the east. The restricted borders of this territory are shown on Map 1 of Railway Traffic Maps.

## SECTION B

### TECHNICAL TRAFFIC TERMS

#### A

**abandonment.** The giving up of all claim to property with an intent not to reclaim it. In the law of commerce the owner is permitted to abandon property and hold the carrier liable for its value only when it has been damaged in transit to such an extent as to be worthless. See *The Law of Carriers of Goods*.

**absorption.** In connection with special services or privileges (hereinafter described) incidental to transportation, the carriers, under certain conditions, pay or make an allowance for the expense of such special services or privileges out of the gross revenues they receive for the transportation of the shipments. This is known as "absorption." For example, the New York Central Railroad out of the revenue it receives for the transportation of a shipment from New York to Chicago will absorb connecting line switching charges at Chicago necessary in effecting a desired terminal delivery. See *Reducing Freight Charges*.

**abstract (railway accounting).** An abridgment or synopsis of a record or account which disregards unnecessary detail. See *Railway Accounting*.

**of title.** A condensed history of the title to land, consisting of a synopsis or summary of the material or operative portions of all the conveyances of whatever kind or nature which in any manner affect said land. ↓

**acceptance.** The receipt of property tendered by another with an intention of executing a contract obligation which may be expressed or implied. See *The Law of Carriers of Goods*.

**accessorial services.** Services incidental to the transportation of property but not included in transportation itself, such as the switching, spotting, or icing of cars. See *Bases for Freight Charges*.

**Accident Report Act.** An act requiring carriers engaged in interstate commerce to make full reports of accidents to the Interstate Commerce Commission and authorizing the necessary investigation by the Commission. See *The Act to Regulate Commerce*.

**accounting.**

**car accounting.** The development of the movement of line equipment, that of the owning road, and the movement of foreign line equipment on the reporting road to establish credits and debits under per diem rules for the use of equipment. See *Railway Accounting*.

**materials.** Accounts kept by general storekeepers and district storekeepers, showing material and supplies on hand and disposition made thereof in accord with bona fide requisition. See *Railway Accounting*.

**railway finance.** The recapitulation of revenues derived from and expenses incurred in the operation of transportation agencies.

**acquiescence.** A silent appearance of consent. (Worcester.) A shipper is said to acquiesce in the terms of a bill of lading when he or his agent signs or accepts it without protest as to the conditions (any or all) which appear thereon. See *The Law of Carriers of Goods*.

**act.** As used in traffic work: (1) A law, as the Act to Regulate Commerce. (2) The effect of the exertion of power, as the act of God.

The following acts will be found described under the proper alphabetical headings:

Accident Report	Elkins	Prevention of Cruelty
Ash Pan	Expediting	to Animals
Boiler Inspection	Hours of Service	Safety Appliance
Clayton Antitrust	Immunity of Witnesses	Transportation of
Compulsory Testimony	Parcel Post	Explosives
District Court Jurisdiction		

See *The Act to Regulate Commerce*; also *The Law of Carriers of Goods*.

**act of God.** Any accident due directly and exclusively to natural causes without human intervention, which by no amount of foresight, pains, or care, reasonably to have been expected, could have



been prevented. A term used very extensively as a valid reason for the limitation of liability of carriers of passengers and property. See *The Law of Carriers of Goods*.

**Act to Regulate Commerce.** A law enacted in 1887 and amended several times since. The object of this Act is to regulate certain phases of the transportation of persons and property in interstate commerce, particularly the charges for transportation services. The principal agency specified is the railroads. In addition, however, many other agencies are subject to the Act to some extent, including water lines under the ownership or control of rail lines, express companies, and telephone and telegraph companies. See *The Act to Regulate Commerce*.

**address.** In transportation circles, the data necessary to enable the United States postal authorities to make the delivery of the notice of arrival of freight and to enable carriers to deliver property at the proper location. Where there is more than one delivering point in a city or town, the address differs from the destination in being more specific. The latter term generally signifies the city or town where the delivery is to be made, while the term "address" signifies the street number or other specific location. See *Freight Classification*.

**addressing.** See MARKING.

**adjacent foreign country.** A foreign country which borders on the United States. Mexico and Canada are adjacent foreign countries. Alaska is not so recognized. See *The Act to Regulate Commerce*.

**adjustment (of rates).** (1) The relationship expressed in figures which the rates in the locality under consideration would bear to other rates in the same or in other localities. (2) The authorized basis (arbitrary or percentage) on which rates are to be constructed with respect to basing rates. See *Freight Rates—Western Territory*.

**administrative function.** The work of a court or regulative body in providing for the actual carrying on of the business of government. The term is often used in contrast with the word "judicial" where it is desired to signify that a body such as the Interstate Commerce Commission may provide regulations for carrying on transportation as well as passing upon the legality of past actions. The Interstate Commerce Commission, in declaring a



rate or regulation which has applied in the past, illegal, may be said to act in a judicial capacity, and in providing the rate or regulation for use in the future is acting in an administrative capacity. See *Railway Regulation*.

**admiralty.** In England a court which has very extensive jurisdiction over maritime matters. The court of original admiralty jurisdiction in the United States is the United States district court. From this court causes may be removed, in certain cases, to the circuit Courts of Appeal or to the Supreme Court. See *Ocean Traffic and Trade*.

**adoption notice.** In connection with the transfer of the ownership or control of an interstate carrier, a notice must be filed with the Interstate Commerce Commission by the new carrier, agent, or receiver acquiring the interest, signifying that the publications of the former carrier or agent are adopted by the interests filing the notice. See *Publication and Filing of Tariffs*.

**ad valorem duty.** See DUTY.

**advances or advanced charges.** Those charges which have been paid to an originating or intermediate line by a connecting or terminal carrier. These charges are separately indicated on the waybill from those of the line which "advances" the charges. See *Railway Accounting*.

**advantage.** A factor often considered in determining the reasonableness or unreasonableness of rates. The principal kinds of advantage are as follows:

**advantage of location.** An advantage possessed by one point or shipper over another by virtue of situation with respect to proximity to markets of consumption, sources of supply, or transportation agencies.

**artificial advantage.** An advantage possessed by one point or shipper over another because of some action on the part of some transportation line or some other agency. For example, the establishment of water-compelled rates applicable from seaboard cities to inland points.

**natural advantage.** An advantage possessed by one point over another from such causes as proximity to navigable bodies of water, abundance of transportation service, and topographical

and geographical considerations. The terms "natural" and "artificial" advantage are often used to contrast the advantages due to the actions of nature, with such advantages as favorable rate adjustments. See *Grounds of Proof in Rate Cases*.

**affidavit.** A statement or declaration in writing sworn or affirmed to before some officer or magistrate vested with authority under the law to administer an oath. Statements so attested are frequently required in connection with loss and damage claims. See *Freight Claims*.

**affreightment.** The contract by which a vessel or the use of it is let out for hire. See *Ocean Traffic and Trade*.

**agency.** A department, a station, or an association in charge of a duly accredited representative. See *Publication and Filing of Tariffs*.

**agent.** One who undertakes to transact some business or to manage some affair for another, by the authority and on account of the latter, and to render an account of it.

The term is one of a very wide application and includes a great many classes of persons to which distinctive appellations are given, as factors, brokers, attorneys, cashiers of banks, auctioneers, clerks, supercargoes, consignees, ship's husbands, masters of ships, and the like. The terms "agent" and "attorney" are often used synonymously. Thus a letter or power of attorney is constantly spoken of as the "formal instrument by which an agency is created."

Agents are general or special. A general agent is one authorized to represent his principal in all matters (in which case he is sometimes called a "universal agent") or in all matters of a particular class. A special agent is one authorized to act only on one occasion or in one transaction. The distinction between an agent and a servant is that the former acts as a substitute for his principal—that is, represents him in some transaction with a third person, whereas the latter merely performs the master's work. See *The Law of Carriers of Goods*.

**agreed valuation.** A valuation placed upon a shipment by the shipper and accepted by the carrier at a rating conditioned on that valuation, and further conditioned by the fact that the shipper's right of recovery in the event of loss or damage is not to exceed the agreed valuation. See *The Law of Carriers of Goods*.

**allocation** (of expense). In connection with transportation accounting, the apportionment of the expenditures and revenues to the respective divisions of the organization. For example, the cost of the maintenance of way and structures must be divided between passenger and freight service in that they are used by both. See *Railway Accounting*.

**allowances**. In connection with freight transportation generally the amount paid by carriers to shippers or receivers of freight for performing some service or furnishing some material incidental to the transportation of the shipment. For example, an allowance for the furnishing of grain doors or mileage allowance on private equipment. See *Bases for Freight Charges*.

**all-rail**. An expression denoting that the carriage or movement is exclusively by rail lines as compared with movements partly by rail and partly by water. The term "all-rail," however, is broad enough to contemplate those lines where car-ferry or lighters are employed in effecting the transportation. See *Freight Rates—Official Classification Territory*.

**alternative basis**. An adjustment which provides two or more classes of rates between the same points and further provides for the application of that one which results in the lowest charge. See *Publication and Filing of Tariffs*.

**ambiguous**. As applied to tariff publications, those rules or regulations which are susceptible of several constructions or interpretations, thereby raising some doubt as to their intent. A practice which is condemned by the Interstate Commerce Commission. See *Publication and Filing of Tariffs*.

**amendment**. A change made in an existing law or publication, although as applied to the latter the term more generally used is "supplement." For example, if a statute provides for a fine of \$500.00 and is changed to provide for a fine of \$1,000.00, the article or statute effecting the change is known as an "amendment." See *The Act to Regulate Commerce*.

**analogous articles**. Unnamed articles which are similar to named articles from the standpoint of use, construction, ingredients, weight, risks, value, or other classification principles. See *Freight Classification*.

**announcement**. A formal statement or notice given out by a carrier



or a commission with respect to its intent with regard to established practices or a finding in some particular case. See *Conference Rulings*.

#### **annual reports**

**of carriers.** A recapitulation of all the expenses entering into and all the revenues derived from the operation of the property, together with the disposition made thereof.

**of Interstate Commerce Commission.** The tabulation of the expenses incurred, complaints investigated, orders entered with respect to matters coming before that body for review, and suggestions for additional legislation. See *The Act to Regulate Commerce*.

**apparent good order.** A term used in contract of affreightment indicating that from an exterior or superficial survey a shipment is free of damage and in good condition. See *Ocean Traffic and Trade*.

#### **application**

**of rates.** The points from, to, or between which, and the route or routes over which, rates obtain, indicate the application of the rates. See *Publication and Filing of Tariffs*.

**of tariffs.** The points or territories from, to, or between which the provisions of a tariff or other publication apply. For example, a tariff naming rate between Chicago and Chicago rate points on the one hand and Ohio River Crossings on the other is said to apply between the points mentioned.

#### **apportionment**

**of tonnage.** From a traffic standpoint, the distribution of competitive traffic among competing carriers without preference in order to promote cordial relations. From a railway standpoint, the apportionment as made by the carriers upon an agreed basis between themselves, this being known as "pooling" and forbidden by the *Act to Regulate Commerce*.

**of vehicles.** The distribution of vehicles among shippers, usually upon some definite basis. As an example, in the distribution of cars to coal mines, the apportionment is often made on the basis of the number of cars used during a specified period or on the



number of cars loaded daily. Quite often the mine output determines the mine rating. See *The Act to Regulate Commerce*.

**appurtenances.** As applied to shipping, the term includes whatever is on board a ship or vessel for the object of the voyage and adventure in which she is engaged, belonging to her owner. See *Ocean Traffic and Trade*.

**arbitraries.** Amounts added to base-point or terminal rates to produce through rates. As the term indicates, arbitraries are amounts arbitrarily fixed by the carriers and do not of necessity bear a definite relation to other rates in the territorial adjustment in connection with which they may be used. They may be expressed per hundred pounds, per package, per car, or per other shipping unit. For example, a rate may be made 15 cents per hundred pounds plus an arbitrary of \$3.00 per car irrespective of weight. See DIFFERENTIALS; also *Freight Rates—Western Territory*.

**artificial person.** A body, company, or corporation considered in law or in commercial transactions as an individual. For example, The New York Central Railroad and Swift and Company are artificial persons. See *The Act to Regulate Commerce*.

**as customary** (or with all dispatch as customary). When in a contract of affreightment refers to the customary manner of doing work, but does not have regard to the period of time in which the work is to be performed. See *Ocean Traffic and Trade*.

**as fast as a steamer can deliver.** A clause embodied in charter parties providing for the discharge of the cargo with the utmost dispatch practicable, having regard to the custom of the port, the facilities for delivery possessed by the particular vessel under the contract of affreightment, and all other circumstances in existence at the time. See *Ocean Traffic and Trade*.

**Ash Pan Act.** An act providing that locomotives used in interstate or international commerce shall be equipped with ash pans conforming to certain standards. See *The Act to Regulate Commerce and Supplementary Acts*.

**assent.** Approval of or concurrence in something done. For example, by means of a concurrence a carrier assents (or agrees) to the publication of rates to, from, or via points on its lines which may be published by another carrier, or agent. See *Publication and Filing of Tariffs*.

**assignee** (or assign). One to whom property is assigned or transferred. See *The Bill of Lading*.

**assignment.** The transfer to a third party of some property right or title. This term is frequently used in connection with bills of lading which are indorsed (assigned) over to another party (the assignee, or assign) by the owner of the bill (assignor). Such indorsement gives to the party named title to the property covered by the bill of lading. See *The Bill of Lading*.

**assignor.** One who transfers or assigns property. See *The Bill of Lading*.

**associated railways.** A federation or organization of different railway interests in a common aim, such as the supervision of rates, standardization of equipment, uniform procedure, and the like. See *Railway Organization and Management*.

**association.** As applied to carriers, an organization consisting of designated representatives of the carriers, comprising the membership, delegated to perform some special function where it is desirable that carriers act in unison in order to insure uniform practices and to attain other desirable ends. The most comprehensive railway association in the United States is the American Railway Association, which has jurisdiction over a great variety of matters of mutual interest and importance to the carriers of this country. See *Application of Agency Tariffs*.

**assumption of risk.** In connection with the transportation of freight indicates that under the contract of shipment the carrier, or the shipper, or both as the case may be, assumes certain liabilities in case of loss or damage. See *The Law of Carriers of Goods*.

**astray freight or estray freight.** Freight which has become separated from the regular waybill or for which there is no waybill: Astray freight may be divided into three general classes: (1) that which has reached destination without complete billing information; (2) that which is found at some other point than destination without necessary billing information but whose destination is evident by marks or other information; (3) that which is found at some point without billing information or sufficient information on the freight itself to determine what disposition to make of it. In the third class is included freight which has no identifying marks on it, as in cases where tags have been torn off. See *Railway Accounting*.

**attendant.** A term applied in classifications and tariffs to caretakers in charge of property, such as live stock, live poultry, fruits, and vegetables, which require the personal attention of the shipper or his agent during transportation. See *Freight Classification*.

**attorney-general.** An officer appointed by the president of the United States and a cabinet officer, whose duties are to appear for the United States in all suits in the Supreme Court to which the United States is a party, and to give his opinion on questions of law when requested by the president or heads of departments. Some states also have an attorney-general. See *The Act to Regulate Commerce*.

**attractiveness of traffic.** A rate-making factor denoting greater desirability of some articles as a transportation subject than others, which takes into account such elements as value, risks, bulk freight, and financial returns. See *Freight Classification*.

**auditor.** An accountant who examines, analyzes, and passes upon the accuracy of accounts. In railway organization the chief accountant is usually the general auditor, to whom report the auditor of freight receipts, the auditor of passenger receipts, the auditor of disbursements, and other subordinate accountants. See *Railway Accounting*.

**authority.** All services for and incidental to transportation of interstate and in some cases intrastate commerce are required to be on file with the respective commissions in publications bearing distinctive numbers. The citation of the number of the issue containing the charge assessed is the authority for the rate applied. See *Publication and Filing of Tariffs*.

**automatic coupler.** A safety device for fastening cars together in trains and otherwise which obviates the necessity of employees' endangering life or limb by going between cars to effect the union. See *The Act to Regulate Commerce*.

**average (Marine Insurance).** The adjustment and apportionment of maritime losses between the parties to the adventure made in proportion to their respective interests and losses in order that one interest may not suffer the entire loss, but that it be distributed equitably among them.

**general average (also called gross).** A contribution according to value made by the associated interests which form a marine ad-



venture, comprising (1) the ship itself, (2) the merchandise she carries, and (3) the freight she earns. The object of this contribution is the repayment of some expense incurred or the restitution of something of value which has been sacrificed for the benefit of the whole.

**particular average.** A loss happening to a ship's freight or cargo in a maritime adventure which is not to be shared by contribution of associated interests but must be borne by the owner of the subject to which it occurs. In this sense it is used in contradistinction to general average.

**petty average.** A term used to denote such charges and disbursements as, according to occurrences and the customs of every place, the master necessarily bears for the benefit of the ship and cargo. This may be at the place of loading or unloading or on the voyage, and includes the hire of a pilot, towage, light money, beaconage, anchorage, bridge toll, quarantine, etc. See *Ocean Traffic and Trade*.

**average agreement.** An agreement between consignors or consignees on the one hand and carriers on the other, by which the shipping public are given credit for vehicles held over the allowed free time where other vehicles have been loaded or unloaded in less than the allotted free time. See *Demurrage and Car Efficiency*.

**average haul.** The distance traversed by a freight shipment multiplied by the number of tons in the shipment gives the number of ton miles represented by that particular shipment. When a large number of shipments are taken into consideration aggregating many tons, the average distance in miles traversed by each ton of the aggregate may be ascertained by dividing the total number of ton miles by the total number of tons. This is called the "average haul." See *Statistics of Freight Traffic*.

## B

**back haul.** A haul which involves a movement in the opposite direction, to a terminal or junction in forwarding it to its ultimate destination. See *Freight Rates—Western Territory*.

**baggage.** Such wearing apparel and articles for personal necessity, comfort, convenience, or recreation as would be needed by the owner on his journey and to accomplish its object. That is to say, it is the ordinary effects that are reasonably needed by one



upon his journey and to accomplish its object that are termed "ordinary baggage." In determining this question there must be considered (1) the station in life of the passenger, (2) his business or occupation, (3) the object of his journey, (4) whether the effects are personal to him, and (5) the reasonableness in amount for the journey and its object. See *The Law of Carriers of Goods*.

**baggage check.** A numbered metal or cardboard tag issued to a passenger by a carrier as a receipt for baggage or personal effects carried as such. See *The Law of Carriers of Goods*.

**bailee.** In law, one who receives certain personal property in trust to perform some act in respect to it and to return it after the act has been performed, as a banker receives money for deposit or as a carrier receives goods for transportation. See *The Law of Carriers of Goods*.

**bailment.** A delivery of goods in trust on a contract expressed or implied that the trust will be duly executed and the goods redelivered as soon as the time or use for which they are bailed shall have elapsed or have been performed. See *The Law of Carriers of Goods*.

**bailor.** A person who delivers property to another (the bailee) in trust for a specific purpose. See *The Law of Carriers of Goods*.

**balance.** An equality between the two sides (credit and debit) of an account. Also the amount remaining due from one person to another on a settlement of an account involving a mutual dealing. See *Railway Accounting*.

**barratry.** In maritime law, an unlawful or fraudulent act, or very gross and culpable negligence of the master or mariners of a vessel in violation of their duty as such and directly prejudicial to the owner and without his consent. See *Ocean Traffic and Trade*.

**bases for (or of) rates.** Formulas, provisions, or rules made for the construction of freight rates of the carriers. Bases for rates should be distinguished from the rates themselves in that a basis provides a formula establishing the relationship of rates, rather than stating the rates themselves. As an example of formulas used in connection with rates, the rates between Trunk Line Territory and C. F. A. Territory are constructed by taking percentages of the New York-Chicago rates. See *Freight Rates—Official Classification*.

**basing point.** A point the rates to which and from which are used individually or in conjunction with others in establishing through rates to other destinations. See *Freight Rates—Southern Territory*.

**basing rate.** See RATES.

**basing tariffs.** See TARIFF.

**beaconage.** Money which is paid for the maintenance of a beacon. See *Ocean Traffic and Trade*.

**bedding.** In freight traffic, the covering of car floors with straw, hay, sawdust, or sand as an aid in the transportation of live stock. See *Freight Classification*.

**belt line or railroad.** See LINES.

**berth rates.** See RATE.

**betterment.** That which is added to the equipment of a plant and contributes to its value. See *Railway Accounting*.

**billing (or waybilling).** (1) The act of preparing waybills. (2) The waybill covering a particular consignment.

**billing (audit office settlement).** (1) Billing used in connection with any commodity, such as coal, grain, or other bulk freight for which it is not possible to ascertain the actual weight at the time of shipment. The property is weighed en route, and the billing is stamped to the effect that settlement will be made through the auditor's office on the basis of the weight so ascertained. This is a practice very commonly applied in connection with material and supplies purchased by carriers, such as fuel, rails, ties, and other items that enter into their upkeep in large volumes. (2) Billing covering shipment moving over two or more carriers and not showing the subdivision of revenue as between the interested carriers that enjoyed the haul. The revenue is apportioned in the auditor's office; hence the term "audit office settlement."

**foreign.** Billing applying from a station on one line to a station on another line.

**free astray or estray.** Billing which is issued to cover shipments that have gone astray in the course of transportation and have

become separated from the billing issued at the time of the receipt and forwarding of the property. Usually billing of this kind carries no weight or charges, a notation being made to the effect that the agent at final destination is to demand the surrender of the original bill of lading and to assess charges in accordance therewith in the event that he is not holding the regular billing covering the shipment waiting for the goods to materialize.

**line.** Billing applying in connection with some fast freight or dispatch lines.

**local.** Billing applying from one station to another station on the line of the same carrier.

**overhead.** Billing applying from one point to another point, neither of which points is on the intermediate line or lines handling the shipment. For example, on a shipment moving from Buffalo, N. Y., to Louisville, Ky., by way of The New York Central Railroad to Toledo, the Cincinnati, Hamilton & Dayton Railway to Cincinnati, and the Baltimore & Ohio Southwestern Railroad to Louisville covered by through billing, the billing would be regarded as overhead by the Cincinnati, Hamilton & Dayton Railway in that neither the point of origin nor the destination is on its line. See *Railway Accounting*.

**bill of entry.** An account of the goods entered at the customhouse both incoming and outgoing. It must state the names of merchants exporting or importing, the quantity and species of merchandise, and whether it has been transported and when. See *Ocean Traffic and Trade*.

**bill of exchange.** A written order from one person to another directing the person to whom it is addressed to pay to a third person a certain sum of money therein named. A bill of exchange may be negotiable or nonnegotiable; if negotiable, it may be transferred either before or after acceptance. See *Ocean Traffic and Trade*.

**bill of health.** A certificate properly authenticated that a certain named ship or vessel sails from a port or place and that at the time of sailing no contagious distemper prevailed and that none of the crew at the time of her departure were infected with any such distemper. It is generally found on board ships coming from the Levant or from the coast of Barbary, where the plague prevails. It is necessary whenever a ship sails from a suspected port



or where it is required at the port of destination. See *Ocean Traffic and Trade*.

**bill of lading.** A shipping form serving a dual purpose. (1) A receipt given by the carrier for goods received. (2) A contract setting forth the conditions of carriage as between the carrier and the shipper.

**clear or clean.** A bill of lading upon which no exceptions are noted as to the quantity or the quality of the goods, or exceptions as to the printed conditions incorporated thereon.

**exchange.** A bill of lading issued in lieu of or in exchange for a previous bill of lading or receipt covering the same consignment.

**export.** A form used on shipments destined to a foreign country by oceanic carriers, in which the liabilities of the rail carriers on the one hand and the water carriers on the other are separately established.

**government.** A form used in conjunction with shipments made by or for the account of the federal government from and to various quartermaster depots, army posts, and naval stations.

**standard.** A form used by certain carriers in the southeastern section of the United States wherein certain conditions vary from those incorporated in the so-called "uniform bill of lading" defined below.

**through.** A bill of lading that covers the liability of the carriers from point of origin to final destination.

**uniform.** A bill of lading, the form of which (but not the conditions) has been approved by the Interstate Commerce Commission and is in general use throughout the United States except on certain roads which continue the use of the so-called "standard bill of lading." See *The Bill of Lading*.

**bill of sale.** A written agreement, often under seal, by which one person transfers his rights to, or interest in, goods and personal chattels to another. The seal is not essential. It is in frequent use in the transfer of personal property, especially that of which immediate possession is not or cannot be given. In England a bill of sale of a ship at sea or out of the country is called a "grand bill of sale," but no distinction is recognized in this country between grand and ordinary bills of sale. The effect of a bill of



sale is to transfer the property in the thing sold. See *Freight Claims*.

**bill of sight.** A written description of goods admittedly inaccurate, but made as nearly true as possible, furnished by an importer or his agent to the proper officer of the customs to procure a landing and inspection of the goods. It is allowed by an English statute, where the merchant is ignorant of the real quantity and quality of goods consigned to him, so as to be unable to make a proper entry of them. The entry must be perfected in three days after landing the goods. See *Ocean Traffic and Trade*.

**bill of store** (in English law). A kind of license granted by the customs officials to merchants to carry such stores and provisions as are necessary for their voyage. Custom free. See *Ocean Traffic and Trade*.

**blank.** (1) A space left in writing to be filled in with the insertion of one or more words to complete sense. (2) A skeleton document in which the formal words are printed and blanks left for the insertion of words necessary to adapt the same to one particular case. (3) Shipping forms of various kinds, such as bills of lading, waybills, vouchers, and the like, are often referred to as blanks. See *Railway Accounting*.

**blanket policy.** A fire or marine insurance policy, not on particular goods but on whatever there may be at a certain time or a varying quantity, such as on a stock of goods subject to a sale and replenishing, or the cargo of a vessel on a particular voyage. See *Ocean Traffic and Trade*.

**blanket rates.** See *RATE*.

**block.** (1) A unit applied to grouped points of origin or grouped points of destination and used in determining rates. (2) The distance between two automatic signals on a railway. See *The Express Service and Rates*.

**blockade.** (1) The investment of a port or other place by hostile ships or troops with a view to preventing the passage of supplies and compelling a surrender. (2) In a general way, a condition which makes it impossible to move passengers or property to or from a specified point. (See *EMBARGO*.) See *Ocean Traffic and Trade*.

**blocking or (and) bracing.** Wooden or metal supports or blocks

used in holding property in place in or on cars. See DUNNAGE.  
See *Freight Classification*.

**blue sky laws.** Laws passed in a number of states for the purpose of regulating the issue and sale of securities, stocks, bonds, short-term notes, etc., in such a manner as to protect the purchasers of such securities from the more obvious forms of swindling and fraud. The term originated in the idea that with many of these wild-cat promotion and get-rich-quick schemes the sky seemed to be the only limit. See *The Act to Regulate Commerce*.

**board.** (1) A governing body of officers of a corporation, municipality, or sovereign power, members of which may be called "commissioners" or "directors." (2) A body or commission invested with the control or supervision of particular functions and matters of government, as public health, charity, improvement, or utilities. See *The Act to Regulate Commerce*.

**board of trade.** See CHAMBER OF COMMERCE.

**body.** A collection of individuals united for a common purpose. Used of a natural body or of an artificial one created by law such as the Interstate Commerce Commission. See *The Act to Regulate Commerce*.

**body corporate.** A corporation. This is held to be the only, and undoubtedly correct, term to apply to a corporation. See *The Law of Carriers of Goods*.

**Boiler Inspection Act.** An act providing for the inspection of boilers and steam-generating apparatus on locomotives engaged in interstate or international commerce to safeguard life and property. See *The Act to Regulate Commerce*.

**bona fide.** In good faith; without deceit. See *The Law of Carriers of Goods*.

**bona fide valuation.** A valuation which is given in good faith as the actual value of an article, commodity, or shipment. See *Freight Claims*.

**bona peritura.** Perishable goods. The law holds that an executor, administrator, or trustee is bound to use due diligence in disposing of perishable goods, such as fattened cattle, grain, fruits, or any other article which may be worse for keeping. See *The Law of Carriers of Goods*.

**Bona Vacantia.** Goods to which no one claims a property right, as shipwrecks, treasure trove, etc.; vacant goods. These belonged under the common law to the finder, except in certain instances where they became the property of the ruler of the domain in which they were found. See *Ocean Traffic and Trade*.

**bond.** A written acknowledgment, under seal, of a debt or contract to pay. A common form of bond is that issued by a corporation (a railroad), as security for money loaned, authorizing its return plus an agreed rate of interest. See *Railway Accounting*.

**bottomry bond.** A contract in the nature of a mortgage by which the owner of a ship or the master as his agent borrows money for the use of the ship and for a specified voyage or for a definite period. It pledges the ship (or the keel or bottom of the ship, taken to represent the whole ship), as security for the payment of maritime or extraordinary interest on account of the marine risk to be borne by the lender, it being stipulated that if the ship be lost in the course of the specified voyage, or during the limited time, by any of the perils enumerated in the contract, the lender shall lose his money. Where the loan is made on the credit of the cargo alone, the loan is called "respondentia." See *Ocean Traffic and Trade*.

**indemnity bond.** A contract whereby a person insures the carrier against some loss or damage that may arise from the carrier's compliance with a request. When an original order bill of lading is lost or delayed a carrier usually requires the party who desires to secure the goods covered by this bill of lading to file a bond of indemnity, indemnifying the carrier against loss or damage due to any action that may be taken against the carrier by other parties who are interested in the shipment and who may hold the original bill of lading. See *Freight Claims*.

**Bond-aided roads.** Those railroads that have been assisted financially by municipal, state, or federal authorities through the issuance and sale of bonds.

**bonded freight.** Freight from foreign countries upon which duties are not paid at the port of entry but which, after being passed by the proper customs authority, is loaded into freight cars which are locked or sealed by government officials and so transported to final destination or to some interior point or port of entry. Duties may be paid and other formalities necessary to release the



goods may take place at the point of destination or some other point where customs offices are located. As an illustration, shipments received from European countries may be received at port of New York and transported in bond to Chicago, where the goods will be appraised and released by local customs officers. See *Ocean Traffic and Trade*.

**bonded warehouses.** A system of public stores or warehouses established or authorized by law in which an importer may deposit goods imported in the custody of the revenue officers, paying storage but not being required to pay the customs duties until the goods are finally removed for consumption in the home market, and with the privilege of withdrawing the goods from the store for the purpose of re-exportation without paying any duties. See *Ocean Traffic and Trade*.

**booty.** Personal property captured by a public enemy on land, in contradistinction to "prize," which is such property captured by such an enemy of the sea. See *Ocean Traffic and Trade*.

**bottomry bond.** See **BOND**.

**boundary.** Any separation, natural or artificial, which marks the confines or lines of two contiguous estates public or private. A natural boundary is a natural object remaining where it was placed by nature; e. g., the St. Lawrence River. An artificial boundary is one created by man; e. g., the Mason and Dixon Line. See *The Act to Regulate Commerce*.

**branch lines.** See **LINES**.

**branding.** A mode of addressing wooden packages by means of hot irons, also employed on cattle to denote ownership. See **MARKING**.

**breach.** The breaking or violating of a law, right, or duty, either by acting or by failing to act, as in the case of a carrier not delivering goods, which it has contracted to transport, or in the case of wrong, short, or insufficient delivery. See *The Law of Carriers of Goods*.

**break bulk.** The removal of a portion or all of the lading of a car. See *Freight Classification*.

**bridge tolls.** Charges assessed by bridge terminal companies for the passage of property or persons over their bridges. In many cases the bridge toll represents only an arbitrary amount that is



deducted before dividing the balance of the through rate. In other instances, however, the bridge toll is in addition to the through rate and as such is a charge in which the shipping public is concerned. See *Freight Rates—Official Classification Territory*.

**brief** (a law term).

(1) A concise statement in writing of the law and authorities relied upon in trying a case.

(2) A summary of the record submitted to the court by opposing counsels in a legal controversy.

(3) In practice before the Interstate Commerce Commission a brief may contain a summary of the facts and circumstances or propositions of the law affecting the case, particularly the testimony upholding the contention of the party filing the brief. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**brokers.** Those who are engaged for others in the negotiation of contracts relative to property with the custody of which they have no concern, and who receive commissions for the conclusion of these negotiations.

**bill and note brokers.** Those who negotiate the purchase and sale of bills of exchange and promissory notes.

**exchange brokers.** Those who negotiate bills of exchange drawn on foreign countries or on other places of this country.

**insurance brokers.** Those who procure insurance and negotiate between the insurers and the insured.

**merchandise brokers.** Those who negotiate the sale of merchandise without having possession or control of it as factors have.

**ship brokers.** Those who negotiate the purchase and sale of ships, and the business of freighting vessels. See *Ocean Traffic and Trade*.

**bulk freight.** That which is neither in packages nor in units of sufficient size to admit of being readily handled piece by piece; e. g., coal, brick, or potatoes. Used in contrast with piece and package freight. See *Freight Classification*.

**bulletin.** An officially published notice or announcement concerning the progress of matters of public importance. See *Trade and Transportation Bulletin*.

**bullion.** The term "bullion" is commonly applied to uncoined gold and silver in the mass or lump. See *The Express Service and Rates*.

**bunching in transit.** A daily tender of cars by the carrier in excess of the daily deliveries by the consignor. For example, assume that the consignor delivers to the carrier four cars a day for four days in succession; if they are tendered to the consignee in an unlike manner or in excess of four cars per day, such cars constituting the excess are said to be bunched in transit. See *Demurrage and Car Efficiency*.

**buoy.** A piece of wood or an empty barrel or other thing moored at a particular place and floating on the water to show the place where it is shallow and to mark the channel or to indicate danger to navigation. See *Ocean Traffic and Trade*.

**burden of proof.** The duty of proving disputed facts. The Act to Regulate Commerce provides that the burden of proof is upon the carriers to prove that the rates increased since 1910 are reasonable rather than on the party who attacks the rates to show that they are unreasonable. See *Grounds of Proof in Rate Cases*.

**Bureau of Commerce.** One of the departments under the jurisdiction of the federal Department of Commerce. This department is particularly concerned in handling foreign trade matters. See *Ocean Traffic and Trade*.

**by-product.** An accessory product resulting from some specific process of cultivation or manufacture which has some value. Straw is a by-product of oats, and bran is a by-product of wheat obtained in the milling of flour. See *A Primary Lesson in Transit*.

## C

**caboose.** See CARS.

**calling public.** A term applied to the performance of services which are a public necessity, such as the operation of transportation agencies. See *The Law of Carriers of Goods*.

**calling stations.** Points located on transportation lines at which traffic may be received or delivered as distinguished from interior or inland points which have no transportation facilities. See *Ocean Traffic and Trade*.

**call ports.** See PORTS OF CALL.

**canal.** An artificial cut or trench in the earth for conducting and confining water to be used for transportation. See *The Act to Regulate Commerce*.

**cancellation.** The revocation or annulment of a schedule of charges, rules, or regulations. See *Publication and Filing of Tariffs*.

**capacity.** In connection with cars or boats, the amount of freight that can be carried expressed in terms of weight or measurement. For example, if a car is stenciled as to capacity 80,000 lbs., this implies that the car can be safely loaded to that figure with freight that may be confined therein. See *Freight Classification*.

As concerns water transportation, the capacity of a vessel may be expressed in tons on a weight or measurement basis and freight rate charged accordingly. See *Ocean Traffic and Trade*.

**capital.** The amount of money invested in the property of an organization, such as a railway company. See *Railway Accounting*.

**caretakers.** Attendants not in the employ of the transportation company necessary to take care of shipments of live stock, live poultry, fruit and vegetables, and other products while in transit. See *Freight Classification*.

**car-ferry.** See CAR-FLOAT.

**car-float.** A scow or barge with or without power fitted with tracks upon which cars may be placed and conveyed from one locality to another by water. While car-floats are generally utilized for short distances as in New York Harbor, they are also used in extended journeys, such as between the Michigan shore and the Wisconsin shore of Lake Michigan, in which case they are commonly known as "ferries" and are of a somewhat different type of construction. See *Ocean Traffic and Trade*.

**cargo.** That part of a vehicle's lading upon which profits for transportation are to accrue as distinguished from property belonging to the vehicle's owner and implements and appliances necessary to the conduct of transportation. The term may be used to include passengers as well as freight, but it generally signifies property only. See *Ocean Traffic and Trade*.

**cargo rates.** See RATE.



**Carmack Amendment.** An amendment to the Act to Regulate Commerce establishing certain provisions as to carriers' liability, particularly in making the initial carrier liable. See *The Act to Regulate Commerce*.

**car mile.** See **MILE**.

**car-mile revenue.** A traffic unit denoting the revenue earned per car per mile. See *Statistics of Freight Traffic*.

**car performance.** A traffic unit involving the number of miles traveled both loaded and empty by a car in a given period, the amount of freight carried, whether revenue or company material, the receipts for transportation, average daily movement, and the like. See *Statistics of Freight Traffic*.

**carrier.** One who undertakes to transport persons or property from place to place with or without reward. Carriers are commonly divided into two classes, private and common.

**common.** A common carrier differs from a private carrier in two important respects: (1) In respect to duty, he being obliged by the law to undertake the charge of transportation, which no other person without a special agreement is; (2) in respect to rates, the former being regarded by the law as an insurer, the latter being liable like an ordinary bailee. See *The Law of Carriers of Goods*.

**participating.** One who joins with others for some purpose. For example, to form a through route, as a party to joint rates, etc.

**private.** A private or special carrier is one who agrees to transport goods, property, or persons by special agreement by contract, from place to place either for hire or gratuitously and does not engage in such a business as a public employment.

**carrier's lien.** The right of a carrier in property as security for the collection of freight charges. See *The Law of Carriers of Goods*.

**cars.** Vehicles employed in railway transportation for the movement of property or persons. The principal kinds used in movement of property are:

**box.** Covered cars used for the transportation of property requiring protection from the weather and pilferage.

**caboose.** Cars designed for the use of crews handling freight

**trains.** These cars contain kitchen and sleeping facilities together with other equipment for use while on the road.

**company.** Cars owned by the company over whose line they are being operated. Also, in some cases, cars used in different ways by various departments of the railway company in connection with construction or other work.

**flat (or platform).** Running gear equipped with a platform used for the transportation of lumber, logs, steel girders, and other property which on account of its length or bulk or both, cannot be loaded into closed equipment.

**gondola.** Cars without tops but with sides and ends projecting above the platform of the car and used in the transportation of such commodities as coal and gravel and other bulk or piece freight not susceptible to damage from exposure to the elements.

**hand.** Cars operated by one or more men, generally section hands, in connection with track inspection and repair work. Hand power, however, to a great degree has been supplanted by gasoline, storage batteries, or other motive power.

**hopper bottom.** A gondola car equipped with a collapsible bottom and sides by means of which the lading of the car may be dumped in bins or on storage piles.

**private.** Cars whose ownership is vested in a company not engaged primarily in transportation. The transportation of many commodities is so highly specialized that cars of special construction are required. For example, practically all packing-house products are transported in cars owned or leased by the packing interests.

**refrigerator.** Cars having facilities for the storage of ice and so constructed as to permit the circulation of cold air throughout the car so as to protect the lading against extremes of heat.

**stock.** Cars especially arranged for the transportation of live stock, often with a slatted superstructure instead of solid sides as in a box car, thus permitting a free circulation of air throughout the car.

For the accommodation of small stock, swine, sheep, and goats, tiered platforms are often used which permit the loading of the stock on two levels instead of one, such cars being known as "double-decked live-stock cars."

**tank.** A car having a tank as a superstructure and employed in the transportation of liquids such as cider, oil, vinegar, and wine.

**ventilator.** Cars used in the transportation of perishable goods such as fruits and vegetables. These cars have ventilators (commonly called "vents") which can be opened or closed according to the nature of the goods or the state of the weather. See *Freight Classification*.

**car service.** The amount paid for the detention of cars or other vehicle owned or used by transportation companies. See *DEMURRAGE*. Also in a broader sense the work performed by a car, such as the distance traveled in a designated time or the amount of business handled. In the latter sense the term car-performance is preferable. See *Demurrage and Car Efficiency*.

**car service association** (or demurrage bureau). An association established by carriers for the purpose of establishing and enforcing rates and rules relative to demurrage charges. See *Demurrage and Car Efficiency*.

**cartage.** A service often incidental to transportation by rail or water, usually applied to the movement of freight from one carrier's terminal to another at a point where there is no rail or physical connection between the two. See *Bases for Freight Charges*.

**casualty.** Inevitable accident, unforeseen circumstances not to be guarded against by human agency and in which man takes no part.

**casus fortuitus** (Latin). A term used in maritime contracts of affreightment denoting an inevitable accident, a loss happening in spite of all human effort and sagacity. It includes such perils of the sea as strokes of lightning, etc. A loss happening through the agency of rats was held an unforeseen, but not an inevitable accident. Accident happening under this caption excuses vessel owners from liability for goods intrusted to their care. See *The Law of Carriers of Goods*.

**certificate of convenience and necessity.** A certificate issued by a regulating body permitting a public utility corporation to enter upon a new undertaking, extend existing undertakings, or exercise a franchise privilege previously granted but not heretofore exercised. See *Railway Regulation*.

**certificate of registry.** A certificate that a ship has been registered



as the law requires. Under the United States statute every alteration in the property of a ship must be endorsed on a certificate of registry and must itself be registered. Unless this is done the ship or vessel loses its national privileges as an American vessel. See *Ocean Traffic and Trade*.

**certified check.** A check which has been recognized by the proper officer as a valid appropriation of the amount of money therein specified to the person therein named and which bears upon itself the evidence of such recognition.

Certification of a check is usually accomplished by writing the name of the officers authorized to find the bank in that manner across the face of the check. See *Freight Claims*.

**chamber of commerce.** A society of the principal merchants and traders of a city who meet to promote the general trade and commerce of the place. Similar societies exist in all the large commercial cities and are known by various names as boards of trade, commercial associations, development companies, and the like. See *The Industrial Traffic Department*.

**changed circumstances.** A factor in rate cases involving conditions that have arisen since a rate or practice was established which may warrant some change in the existing rate or regulation. For example, in the disappearance of water competition, rail carriers may see a change in circumstances warranting them to increase the rates between the two points where water competition has previously necessitated the establishment of sub-normal rates. See *Grounds of Proof in Rate Cases*.

**charge minimum.** The least charge that will be accepted for the transportation of property, (1) as a single shipment, (2) as a carload. For example, it is commonly provided that 25 cents is the lowest charge that will be assessed for the transportation of freight no matter how small the shipment may be.

**charges.** In traffic the amount to be paid for the transportation of persons (passenger fare) or property (freight charges); or for incidental services (switching charges); in connection with transportation proper. See *Railway Accounting*.

**charges advanced.** See *ADVANCES*.

**charter** (as a noun). An instrument of a governing body incorporating individuals in the creation of a corporation for the prosecution of some undertaking. See *Railway Regulation*.

**charter** (as a verb). To hire; as to charter or hire a car or vessel for a particular voyage or purpose. See *Ocean Traffic and Trade*.

**charterer**. One who hires a boat, car, or other vehicle for his exclusive use, or to be placed subject to his order. See *Ocean Traffic and Trade*.

**charter party**. A contract of affreightment by which the owner of a ship or other vessel lets the whole or a part of her to a merchant or other person for the conveyance of goods on a particular voyage in the consideration of the payment of freight. The term is derived from the fact that the contract was formerly written out on a card and afterwards the card was cut in two from top to bottom and one part was delivered to each of the parties, each part to be produced when required. By this means, counterfeits were prevented. The card so cut was called "charta parteta." See *Ocean Traffic and Trade*. The term "chartering" is also applied in railroad circles to the act of a shipper in ordering a car for the exclusive transportation of his goods, or to the hiring of a passenger car or train for the exclusive use of an individual or a party.

**checking freight**. Comparing the contents of a car or other vehicle of transportation with the billing or shipping records covering it. See *Investigation of Freight Claims*.

**checking rates**. A comparison of rates applied upon a shipment with the current tariff or other authority to determine whether the correct rate has been applied. The term "checking rates" is also used to signify that rates in effect or proposed are considered by representatives of the traffic department of railroads to ascertain their proper adjustment. See *Freight Rates—Official Classification Territory*.

**chute**. An inclined trough or platform used in the loading and unloading of live stock, grain, etc., from or to a higher or lower level. See *Freight Classification*.

**circuit court**. The name given, in many states, to a class of courts having jurisdiction over several counties and holding sessions in each successively. They are the courts in which most law suits begin. One class of federal courts was known as "circuit courts" prior to 1912. In 1912 the United States circuit courts were abolished and their jurisdiction given to the district and circuit courts of appeal.

**circulars.** Publications of the carriers, containing provisions for the handling of traffic. The term is often used to indicate publications which are used for the carriers' own information but which are not filed with the Interstate Commerce Commission or other regulating bodies. In some cases circulars are issued by some central organization of the carriers as a guide to individual members in the matter of association legislation, the issuance of tariffs, or other matters of a like import. Circulars may also be distinguished from tariffs in that the provisions contained in the circulars are general in their application as contrasted with specific provisions contained in tariffs. For example, milling-in-transit circulars may provide milling-in-transit rules used over an entire territory, while the tariffs of the carriers contain provisions for use at specified points. See *Publication and Filing of Tariffs*.

**civil service.** Governmental service other than military or naval administrative functions, more commonly used to signify those offices of the federal, state, or municipal government which are filled by appointment of persons competitively examined and passed for merit and ability irrespective of party affiliations. See *The Act to Regulate Commerce*.

**claim.** In connection with the handling of freight traffic an assertion that one of the principals has suffered some loss due to some act or omission on the part of the other principal. The most common forms of claim against common carriers are those for loss, for damage, and for overcharge.

**damage.** Claims involving the partial destruction or deterioration in value of shipments. For example, if a machine is so injured while being transported that it has to be repaired before it can be used, the claim for reparation is known as a "damage claim."

**loss.** Claims involving partial or total loss of consignments through failure of shipments (in whole or in part) to reach destination. For example, if five cases of dry goods were shipped from a specified originating point and only four reached the destination point, a claim for loss involving the missing case would be filed.

**overcharge.** Claims in which it is alleged that charges have been collected based on a rate higher than the legal rate. For example, if a rate of eighteen cents per hundred has been collected



and it is claimed that the correct rate is sixteen cents per hundred, an overcharge claim for two cents per hundred is filed. See *Freight Claims*.

**class divisions.** The different divisions or groups to which a class rate schedule is adjusted. These divisions vary considerably, according to the various classifications in use throughout the country. An example of class divisions will be found in the Western Classification under the described headings 1 to 5 and A to E inclusive, while the Official and Southern classifications make provisions for a varying number of classes designated by numbers or by numbers and letters. See *Freight Classification*.

**multiple classes.** Classes made a fixed multiple of a lower class. For example, the three interstate classifications provide for classes  $1\frac{1}{4}$ ,  $1\frac{1}{2}$ , and double the first-class rate whatever it may be. See *Freight Classification*.

**progression of classes.** The relation of the higher classes to the lower or basic class, as for example the relation of  $1\frac{1}{2}$  times first class to the first-class rate. See *Freight Classification*.

**classes.**

**percentage.** Those which are made a stated percentage less or more than an existing class. For example, 90% of 6th, 85% of 2nd.

**standard.** These are classes which are complete in themselves and involve no multiplication to determine them as is the case in multiple classes or percentage classes.

**classification.** (1) A legal publication of the carriers enumerating the principal articles of commerce and designating the class division or rating assigned to each article; also rules and regulations applicable to shipments moving on rates in tariffs governed by the classification. (2) The act of classifying freight for shipment in accordance with the provisions of the classification publications. (3) The making of provisions for classifying freight by classification committees or other organizations. See *Freight Classification*.

**classification territory.** An arbitrary division of the country in which the carriers generally are members of a committee dealing with matters of classification and publish tariffs subject to the rules, regulations, etc., adopted by such committee. For example, the part

of the country in which the Official Classification is generally applied, is known as the "Official Classification Territory." See Map 1 in the *Atlas of Traffic Maps*, and *Freight Classification*.

**Clayton Anti-Trust Act.** An act making provision against combination in restraint of trade. See *The Act to Regulate Commerce*.

**clearance.** (1) A certificate given by the collector of a port in which it is stated that the master or commander (naming him) of a ship or vessel, named and described, bound for a port named, and having on board goods described, in case the master requires the particulars of his cargo be stated in such clearance, has entered and cleared his ship or vessel according to law. See *Ocean Traffic and Trade*. (2) In connection with rail transportation the amount of space above and beside tracks through cut channels, under bridges, and the like to permit of the passage of engines or cars. This information is very essential in connection with the transportation of freight of unusual width or height or vehicles of unusual dimensions. See *Freight Classification*.

**clearance table.** A statement of the height and width of bridges, tunnels, etc., together with the dimensions of cars that will pass through them. See *Freight Classification*.

**clear days.** Those working days free from weather interference, strikes, or governmental restraints. A specified number of clear days is to be reckoned exclusive of both the first and last day. See *Ocean Traffic and Trade*.

**clerical error.** An error made by a clerk in transcribing or otherwise. A mistake in writing or copying any document. See *Publication and Filing of Tariffs*.

**coast.** The margin of a country bounded by the sea. This term includes the natural appendages of the territory which rise out of the water, although they are not of sufficient firmness to be inhabited or fortified. Shoals perpetually covered with water are not, however, comprehended under the name of coast. See *Ocean Traffic and Trade*.

**coasting trade.** Domestic trade between ports in the United States as distinguished from trade between a port in the United States and a port in a foreign country. It has also been held to include trade between places in the same district on a navigable river. It does not, however, include the mere crossing of a river or bay

as by car-ferry at New York or San Francisco. See *Ocean Traffic and Trade*.

**collateral security.** Security given to insure the performance of an obligation, as the deposit of stocks as security for the payment of a note or the deposit of personal property to secure the payment of a personal loan.

**collector of the customs.** An officer of the United States, appointed for a term of four years, the duties of whom are to receive the entries of all ships or vessels and of the goods, wares, and merchandise imported in them, estimate the amount of duties payable thereon, and receive all such moneys paid. See *Ocean Traffic and Trade*.

**combination of railways.** The merging or consolidation of two or more railways for various purposes, as for more economical management, the formation of through routes. See ASSOCIATED RAILWAYS.

**combination rates.** See RATE.

**commerce.** Intercourse between different people or states, including not only the purchase, sale, and exchange of commodities, but also the instrumentalities and agencies by which it is promoted, the means and appliances by which it is carried on, and the transportation of persons as well as goods, both by land and by sea.

**Commerce Clause.** Paragraph three, section eight, article one of the Constitution of the United States gives Congress the power to regulate commerce with foreign nations, among the several states, and with Indian tribes. This portion of the Constitution is therefore known as the "Commerce Clause." The authority of Congress to regulate interstate transportation rests upon this clause. See *Railway Regulation*.

**Commerce Court.** A court created in 1910 charged with the enforcement of certain provisions of the Act to Regulate Commerce, including the passing upon actions which had been taken by the Interstate Commerce Commission. This court was abolished effective December 31, 1913. See *The Act to Regulate Commerce*.

**commerce reports.** See CONSULAR REPORTS.

**commission.** (1) A body of persons appointed or elected and so vested with the necessary power or authority to do certain things.



The Interstate Commerce Commission, for example, is a body created to administer the Act to Regulate Commerce. See *The Act to Regulate Commerce*. (2) Compensation allowed for the performance of some service, as the sale or purchase of goods. See *Conference Rulings*.

**commissioner.** (1) A person who is appointed or elected to act in some stated capacity, either as an individual or as one of a body or board. For example, individuals composing the Interstate Commerce Commission are known as "commissioners." (2) The officials of boards of trades, chambers of commerce, and similar organizations are often designated as "traffic" or "trade commissioners." See *The Act to Regulate Commerce*.

**commodities clause.** A portion of Section 1 of the Act to Regulate Commerce makes it unlawful for a railroad to transport in interstate commerce any article or commodity, other than timber and manufactured products thereof, in which it is directly interested. This portion of the Act is known as the "Commodities Clause." See *The Act to Regulate Commerce*.

**commodity.** (1) In a broad sense, anything of convenience or profit. (2) An article of commerce which attains sufficient importance from a traffic standpoint to be accorded special treatment, such as the assigning of a special rate, differing from the rate which would normally apply under the provisions of the governing classification. See *Freight Classification*.

**commodity rates.** See **RATE**.

**commodity tariff.** See **TARIFF**.

**common control.** The operation of two or more transportation lines by a single interest, or by friendly interests; the actual managers, however, of the different lines, such as the operating officials, traffic officials, and accounting officers, may not be identical. See *Railway Organization and Management*.

**common law.** That system of law which does not rest for its authority upon any express statute, but derives its force and authority from consent and usage. See *The Law of Carriers of Goods*.

**common law liability.** See **LIABILITY**.

**comparison of rates.** The comparison of one rate with another or of

one set of rates with another set of rates, with a view of establishing some definite fact with respect to their reasonableness or unreasonableness. For example, if it is desired to show that a specified set of rates is unduly high, rates applying under the same circumstances and under similar conditions in other cases are used in comparison. Again if it is desired to show that rates on a specified commodity are too high, rates applying on the same commodity in the same locality and in other localities under similar circumstances and conditions will be employed. The term in a proper sense implies that the comparison has some real, definite value and does not simply put one set of figures against another—as for example, the rate on coal against those on fruit and vegetables. In other words, like rates or like traffic must be used. See *Grounds of Proof in Rate Cases*.

**competition.** The rivalry between interests in the securing of business or business advantages.

**active.** That competition between two or more transportation agencies, commodities, or communities, which are all actively in operation, often used in comparison with potential competition, hereinafter defined.

**carrier.** The competition between one carrier and another; as for example, the competition between the Illinois Central R. R. from Chicago to St. Louis, on the one hand, and the Chicago & Alton Railway, Chicago & Eastern Illinois Railroad, and Wabash Railway between the same points, on the other hand.

**commodity.** Competition between movements of the same article in different sections of the country, or between different articles, which may be or are used for like purposes. For example, lumber produced in the South may come into competition with lumber produced in the Northwest. Again, stone, brick, and iron come into competition with lumber for building purposes.

**direct.** Competition between transportation agencies operating parallel to each other or in close proximity to each other. A rail line and a water line operating parallel to each other, as for example, the Chicago & Northwestern Railway from Chicago to West bank Lake Michigan ports and the Goodrich Transit Company, operating between the same points, are said to be in direct competition. Again, two lines serving a specified point or points from the same point of origin are in direct competition, although their rails may be at a considerable distance from each other.

**indirect.** Competition between carriers, commodities, localities, and the like, which is not apparent as in the case of parallel lines or lines operating directly between two specified points. That is to say, if there are two routes between two specified points, one of which requires five days for a specified transportation service and the other fifteen days, it may be said that there exists indirect competition.

**potential.** Competition which is not actually in existence at a specified time. As an example, on a waterway running parallel to a railway, there may be no boats operating on the waterway because the rail carriers have reduced the differential between the respective rates to such a low level that the public will not patronize the boat line. However, were the rail lines to increase the differential between the respective rates, it might become profitable for the boat line to re-engage in the trade and to attract considerable business and thereby operate in competition with the rail lines. Frequent reference is, therefore, made to potential competition of rail lines and water lines. See *The Act to Regulate Commerce*.

**complainant.** One who makes a complaint. See *The Act to Regulate Commerce*.

**complaint.** A charge made before a proper officer or body that an offense has been committed by a person named or described. As applied to practice before the Interstate Commerce Commission, the term indicates a complaint made to the Interstate Commerce Commission, that a rate, rule, or practice is unreasonable or unjustly discriminatory or for some other reason in violation of a provision of the Act to Regulate Commerce. Complaints to the Interstate Commerce Commission are divided into two general classes, as follows: (1) formal complaints, which as the name indicates have to be handled by the regular formal procedure provided by the rules of the Interstate Commerce Commission, a definite complaint being filed, evidence taken, briefs submitted, arguments made, etc.; (2) informal complaints are protests made to the Interstate Commerce Commission by an interested party that there has been a violation of some provision of the Act to Regulate Commerce. Informal complaints are such as can be handled by correspondence between the parties interested. As the Act provides that carriers or others against whom complaint has been made are entitled to a full hearing, it is pos-



sible to handle cases informally only where the carriers do not for some reason insist upon their lawful rights. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**comptroller.** A railway official charged with the administration of the financial and accounting department of railways. See *Railway Accounting*.

**Compulsory Testimony Act.** An act providing that no person shall be excused from attending and testifying or from producing books, papers, etc., before the Interstate Commerce Commission or in obedience to the orders of the Commission. The act also provides that witnesses compelled to testify shall not be punished upon the basis of the evidence so given. See *The Act to Regulate Commerce*.

**concealed loss or damage.** In connection with freight claims, those losses or damages which are not apparent from a survey of the exterior of the package containing them. For example, the contents of a case of china may be badly damaged but that damage would not be discovered until the contents of the case had been removed. Again, two pairs of shoes may have been removed from a case, but the shortage may not be evident until the case had been unpacked. See *Freight Claims*.

**concession.** As applied to traffic subject to the Act to Regulate Commerce, an unlawful departure from the published rates, rules, and regulations. In a more general sense, the yielding by a carrier of a right that it might legally enforce. For example, many privileges are allowed by the carriers in specified cases without extra charge which they might lawfully charge for. See *The Act to Regulate Commerce*.

**conclusive evidence.** That which is not susceptible of control or that cannot be contradicted by any other evidence. See *Grounds of Proof in Rate Cases*.

**concurrence.** A form prescribed by the Interstate Commerce Commission and some state regulating bodies to be used in conjunction with the publication of rates for the transportation of persons or property. The carrier filing it gives to other designated carriers authority to act for it in some capacity, or to publish certain rates for its account. See *Publication and Filing of Tariffs*.

**conference.** Prearranged consultation of two or more interests or members to discuss matters under advisement and to reach a mutual understanding. See *Conference Rulings*.

**conference rulings.** Rulings of the Interstate Commerce Commission involving special facts which require the interpretation and construction of the Act to Regulate Commerce, tariff regulations, Commission orders, and the like. These rulings necessarily deal for the most part with generalities rather than with the specific conditions developed in the decisions of the Commission in individual cases. See *Conference Rulings*.

**confiscation.** The appropriation of private property to the public use or treasury, especially because of the wrongdoing of the owner. In transportation work, however, the term is often used to signify the appropriation of such freight as fuel, lumber, or oil, which is being transported by the carriers for private shippers for the use of the carriers. It is used in connection with rate matters to indicate that revenues are so low under the specified rate or set of rates as to result in little or no return on the investment for the carriers or other public utility corporations. See *The Law of Carriers of Goods*.

**conflict of laws.** The variance between the laws of two countries or states relating to the subject matter of a suit brought in one of them. In a more general sense, the difference between the law of one state on the matter in hand and that of another state or of the nation; for example, the conflict of laws regulating utilities in the various states. See *Railway Regulation*.

**connecting carrier.** A carrier which forms a connecting link between two or more carriers. For example, if a shipment is routed over carriers A, B, and C, in the order named, B is known as the "connecting carrier," as it is the intermediate link in the route. See *Routing Freight Shipments*.

**consignee.** In mercantile law, one to whom a consignment is made. In freight traffic the party to whom the freight is consigned. See *The Bill of Lading*.

**consignment.** In connection with transportation, equivalent to shipment. Also, in some cases, property sent to another for sale for shipper's account.

**order.** A consignment shipped subject to the terms of the order of bill of lading.

**straight.** A consignment made subject to the terms and conditions of the straight bill of lading. See *The Bill of Lading*.

**consignor.** One who makes a consignment. The shipper. See *The Bill of Lading*.

**constituent.** One who gives authority to another to act for him and in his stead, the constituent being bound by the act of his attorney and the attorney in turn responsible to the constituent whom he represents. See *The Act to Regulate Commerce*.

**constituted authority.** The officers properly appointed under authority conferred by the constitution by the government of the people. Those powers which the constitution of each people has established to govern them, to cause their rights to be respected, and to maintain the rights of each of its members.

They are called "constituted" to distinguish them from the constituting authority which has created or organized them or has delegated to an authority which it has itself created the right of establishing or regulating their movements. See *The Act to Regulate Commerce*.

**constructive delivery.** See DELIVERY.

**consul.** A government representative appointed to a foreign residency to act as representative of his country and to foster and develop opportunities for trade development. See *Ocean Traffic and Trade*.

**consular invoice.** A form required by this country and certain others in connection with foreign shipments, setting forth the shipper's name, the marks, number, and contents of packages, and the kind of goods, weights, values, etc. See *Ocean Traffic and Trade*.

**consular reports.** Reports made by consular officers throughout the world on such matters as the movement of trade, its character and volume, comparative prices, weight, measures, trade opportunities for specified classes of goods, etc. In this country these reports are given to the public through the medium of Commerce Reports issued by the Department of Commerce of the United States Government. The reports are issued daily and may be secured by a subscription placed with the superintendent of documents at Washington, D. C.

**containers.** The exterior packing or package used for the transportation of merchandise, such as boxes, crates, barrels, butts, firkins, hogsheads, drums, and tubs. See *Freight Classification*.



**continuous carriage.** A movement of traffic from a specified point of origin to destination, not interrupted except by ordinary incidents of transportation. For example, if through some unforeseen accident a car is delayed for five days en route, it is commonly said that there has been continuous carriage, although the ordinary time for transportation has been greatly exceeded. On the other hand, if the car is delayed through its having been purposely sidetracked to prevent reaching destination by a specified time it is not considered that there has been continuous carriage. See *Routing Freight Shipments*.

**continuous mileage.** See MILEAGE.

**contraband.** As applied to freight shipments, that freight shipped with other or mixed classes of freight which is not authorized in the mixture or is in excess of the quantity allowed. See *Freight Classification*.

**contraband of war.** Goods and merchandise which neutrals may not carry to any of the belligerents in the time of war without subjecting themselves to the loss of the goods, and formerly the owners, also, to the loss of the ship and other cargo if intercepted.

The classification of goods contraband has much perplexed text writers and jurists. A strictly accurate and satisfactory classification is perhaps impracticable, but that which is best supported by American and English decisions may be said to divide all merchandise into three classes:

(1) Articles manufactured and primarily or ordinarily used for military purposes in time of war.

(2) Articles which may be and are used for the purpose of war or peace according to circumstances.

(3) Articles exclusively for peaceful purposes.

Merchandise of the first class destined to a belligerent country or place occupied by the army or navy of a belligerent is always contraband; merchandise of the second class is contraband only when destined to the military or naval use of the belligerent; while merchandise of the third class is not contraband at all, though liable to seizure and condemnation for violation of blockade or siege. See *Ocean Traffic and Trade*.

**contract.** An agreement between competent parties based upon a legal consideration to do or to abstain from doing some act; as for example, when a shipment is delivered to a railroad company

and a bill of lading signed, the bill of lading represents a contract between the carrier and the shipper.

**uniform live stock contract.** A special form of agreement entered into between a shipper of live stock and the carrier. It includes a number of conditions which are necessary on account of the peculiar nature of live stock as compared with other commodities offered for transportation. See *The Law of Carriers of Goods*.

**conversion.** In law, an unauthorized assumption and exercise of the right of ownership over goods or personal chattels belonging to another, to the alteration of their condition or to the exclusion of the owner's rights. In the handling of freight traffic, it is sometimes said that a carrier is guilty of conversion because of the delivery of freight to a party other than the one for whom it is intended. The penalty to the carrier is generally greater if it is shown that the carrier has been guilty of conversion than if nondelivery has been made, due to some ordinary negligence. See *The Law of Carriers of Goods*.

**copy.** A true transcript of an original writing.

**corporate name.** The name under which a corporation is formally authorized to do business and which must be used in legal papers, as in the form of complaints before the Interstate Commerce Commission. The term "corporate name" is often used in connection with carriers as distinguished from names by which the concern is popularly known or which may be applied by the corporation to itself. See *Procedure before the Interstate Commerce Commission*.

**corporation.** An artificial person or body of persons established under a corporate name for preserving in succession certain rights differing from those of the individuals or incorporators who constitute the corporation from time to time. There are many kinds of corporations, such as public or municipal, created wholly for public interest, and civil or private corporations created for purposes of private gain. Railroad corporations are generally private corporations created for private gain although performing a public service. See *The Law of Carriers of Goods*.

**cost insurance and freight.** Abbreviated C. I. F. A term applied to the delivery of export goods on board of steamships, with the prepayment (or crediting) of freight to the port of desti-

nation and the adequate insurance of the goods against sea risks. See *Ocean Traffic and Trade*.

**cost of operation.** (1) In a general sense, the expense of carrying on a business. (2) In a more limited sense, as applied to transportation, the cost of moving trains and expenses directly incidental to such movements, as distinguished from other expenses of railroads, such as the securing of business or the construction of new buildings. See *Railway Accounting*.

**cost of production.** The actual out-of-pocket expense required in producing a thing; exclusive of profit based on the cost of production and the amount of capital invested in the enterprise.

**cost of service.** In rate making, the expense to the carriers of performing a given transportation service. The exact meaning of this term often varies widely according to circumstances. In some cases it signifies simply outlay on the part of the carrier to perform a specified service, in other cases it includes a reasonable return on the property invested in the transportation agency. The term is indefinite for the reason that the actual cost of performing any transportation service is not generally obtainable. Particularly is this true of less-than-carload shipments. See *Railway Regulation* and *The Act to Regulate Commerce*.

**court review.** The referring of the action of some body, such as the Interstate Commerce Commission, to a court of law for such action as the court is warranted in taking. For example, if the Interstate Commerce Commission orders certain carriers to take some specified action, the carriers may ask the court to pass upon the legality of this order. See *Railway Regulation*.

**cranage.** A toll paid for drawing merchandise out of the holds of vessels. It derives its name from the fact that a crane is often used for the purpose. See *Ocean Traffic and Trade*.

**credit list.** A list of shippers and receivers of freight to whom representatives of the carrier have authorized the extension of credit in the settlement of freight charges. Settlement may be made upon a weekly, semi-monthly, or monthly basis, or to a certain sum. See *Railway Accounting*.

**crime.** An act committed or omitted in violation of a public law. A breach or violation of some public right or duty due



to a whole community, considered as a community, in its social aggregate capacity, as distinguished from a civil injury. The Act to Regulate Commerce specifies certain acts such as rebating, misdescribing, misbilling, etc., as crimes, and provides for punishment by fine and imprisonment. See *The Act to Regulate Commerce*.

**Cummins Amendment.** An amendment to the Act to Regulate Commerce relating to the limitation of liability of common carriers and prohibiting under certain circumstances such limitations and time requirements with respect to the filing of claims or institution of suits. See *The Act to Regulate Commerce*.

**cumulative remedy.** A remedy created by statute in addition to one already in force. For example, where the law has previously specified that a certain action shall be punishable by imprisonment, it may be provided that a fine also shall be assessed. See *The Act to Regulate Commerce*.

**current money.** Lawful money or whatever passes current for money, whether coin or paper. In commercial transactions currency is confined to paper money to distinguish it from specie or coined money. It is not infrequent, especially as applied to ocean charges or shipments destined to foreign countries, that vessel owners demand the payment of charges in gold, not accepting current money for their services.

**customs court.** A court of the United States created by Act of Congress in 1909 to hear and determine appeals from the decision of the revenue officers in the imposition and collection of customs duties. It is composed of a chief judge and four associates and sits at Washington, D. C. See *Ocean Traffic and Trade*.

**customs duties.** Duties payable on goods and merchandise imported or exported into or from various countries. See *Ocean Traffic and Trade*.

**customhouse.** A place designated by federal authorities where importers or exporters may go to comply with the laws regulating import or export traffic. In many cases the customhouse is located in the same building with the other federal offices, maintained at the respective community throughout the country. See *Ocean Traffic and Trade*.

## D

**damage, concealed.** See CONCEALED LOSS.

**damages.** The amount claimed or allowed as sufficient to compensate the claimant for injuries sustained through the wrongful act or negligence of another; for example, if the carrier contracts to transport a shipment and deliver to the consignee safely, and the shipment is injured by the negligence of the carrier, the damages represent the amount of money necessary to compensate the shipper for the injury he has sustained through the violation of the carriers' common law or contract obligation.

There are many kinds of damages that can only be accurately defined from a purely legal standpoint. The following definitions of some of the more important damages will, however, serve to indicate in a general way the kinds of damages with which traffic men are confronted.

**compensatory.** Such as will compensate for the actual loss incurred and nothing more.

**consequential.** Compensation for injuries which naturally follow as the result of some direct injury.

**direct.** Compensation for injuries which result immediately from the act complained of, such as the breaking of a part of a machine by the carelessness of the carriers.

**exemplary.** Damages allowed as a punishment for an act committed with violence or malice.

**general.** Damages which necessarily arise from the act complained of. Those damages which are clearly implied by law.

**liquidated.** Damages fixed by agreement of the interested parties, as where the parties to a contract agree as to the amount that shall be paid in case of violation of a contract.

**nominal.** Damages which are assessed in very small amounts where it is shown there has been violation of a right but no resulting damage has been proved.

**special.** Damages which arise under the peculiar conditions of a specified case and which are not definitely covered by law.

**substantial.** Those damages which are considerable in amount and which are intended really to compensate for some injury.

The term "substantial" in connection with damages is often used in contrast with the word "nominal," which is above defined.

**unliquidated.** Those damages remaining unassessed or unsettled, or whose amount has not been determined.

**dangerous goods.** In a special sense, those articles which the carriers are called upon to transport, which are liable to cause fires or explosions if improperly handled or carelessly packed. Special regulations are provided by the United States Government and by carriers for the transportation of such articles. See *Freight Classification*.

**dangers of navigation or dangers of the seas.** Accidents peculiar to navigation that are of extraordinary nature, or arise from irresistible force or overwhelming power which cannot be guarded against by the ordinary exertions of human skill and prudence. See *The Law of Carriers of Goods*.

**dead freight.** (1) When one who has chartered a vessel puts on board only a part of the intended cargo but as he has chartered the whole vessel he is bound to pay freight for the unoccupied space, the extra amount of freight thus due is called "dead freight." (2) Commodities which are not subject to depreciation or decay during transportation as distinguished from live stock and fruits and vegetables. See *Ocean Traffic and Trade*.

**debenture.** A customhouse certificate given by the collector of customs at the port of entry to the exporter or importer of goods which entitles him to a refund or drawback of duties paid on exported or imported goods. See **DRAWBACK**, also *Ocean Traffic and Trade*.

**debt.** A sum due from one person (the debtor) to another person (the creditor).

**floating.** Those claims for the payment of which there is no money in the corporate treasury specifically designated, nor any taxation nor other means to pay, particularly provided.

**funded.** A debt for the payment of which money has been specifically appropriated. See *Railway Accounting*.

**decision.** A judgment rendered by a competent tribunal; e. g., a decision of the Interstate Commerce Commission.



**defendant.** The party against whom relief or recovery is sought in an action or suit. See *Procedure before the Interstate Commerce Commission*.

**defense.** In pleading and practice, the denial of the truth or validity of the complaint. The general assertion that the plaintiff has no ground of action. See *Procedure before the Interstate Commerce Commission*.

**deficit.** The amount by which the income of an organization is less than the outgo or by which the amount on hand in some specified case falls short of what the books show should be on hand. See *Railway Accounting*.

**delivery.** The act of transferring possession. In freight traffic the transfer of property from the consignor to the carrier, from one carrier to another, or from the carrier to the consignee is regarded as a delivery by one to the other. See *Law of Carriers of Goods*.

**constructive delivery** signifies in general that the condition of delivery has been complied with so far as concerns one party to the transaction, but that the other party cannot for some reason actually receive the shipment. For example, if the consignee is not in a position to accept a car when the carrier is ready to deliver it, the carrier is said to have made a constructive delivery by notifying the consignee that the car is ready for delivery or is suitably placed for unloading. This term is often used in contrast with the term "actual delivery," which indicates that the shipment is really delivered to the party entitled to receive it. See *The Law of Carriers of Goods*.

**delivery limit.** In connection with the express services, the territory within which free delivery or pick-up service will be accorded. See *The Express Service and Rates*.

**delivery sheets.** Forms used in transportation circles on which a record is kept of the delivery of property. In industrial traffic departments sheets may be kept giving full information as to all property delivered or received from transportation companies indicating in part the party to whom or from whom it was delivered or received. See *Investigation of Freight Claims*.

**demurrage.** The amount charged for the detention of a vehicle beyond some specified time. Formerly applied to the detention of a vessel but more recently to the holding of cars which

are being loaded or unloaded beyond some time specified in a tariff and elsewhere. "Demurrage" is sometimes used interchangeably with the term "car service." See *Demurrage and Car Efficiency*.

**demurrer.** The formal mode of disputing the sufficiency in law of the pleading of the other side in a case. See *Procedure before the Interstate Commerce Commission*.

**denial.** In pleading, a traverse of the statement of the opposite party. A defense. It may be general of all the allegations in a pleading or a particular part thereof or special of certain stated facts. See *Grounds of Proof in Rate Cases*.

**density.**

**freight.** In railway statistics, a statement of the number of ton miles handled per year for each mile of line, obtained by dividing the aggregate ton mile by the average miles of line operated.

**freight train.** A statement of the number of freight train miles handled during a given year for each mile of line. It is ascertained by dividing the aggregate freight train miles for the year by the average number of miles of line in operation during the year. See *Statistics of Freight Traffic*.

**traffic.** The amount of traffic handled by a carrier or number of carriers expressed by the use of some specified unit, such as the number of tons handled a year for each mile of line; also applied to the productivity of regions as concerns subjects of transportation, such as the wheat yield in bushels per acre in territory tributary to rail lines in the Northwest or the coal tonnage in coal-producing regions.

**destination.** The place where delivery of a shipment is to be made. See *The Law of Carriers of Goods*.

**differentials.** Amounts which are added to or subtracted from base point rates to establish through rates, as for example, rates from defined territories in the Texas common point rate adjustment, or to establish rates via more circuitous routes or via less direct routes, as in the rail-and-lake and ocean-and-rail rate adjustment as contrasted with the all-rail routes. The differential is influenced by distance, and as the distance on which the differential is based

becomes inconsiderable as contrasted with the entire distance eventually disappears. See *Freight Rates—Official Classification Territory*.

**digest.** An abridged and methodically arranged analysis of decisions or statutes emanating from judicial and administrative bodies which is intended to develop the finding of facts and the points of law with respect thereto; for example, a digest of the Interstate Commerce Commission's decisions shows the substance and vital portions of them without reproducing a large amount of non-essential or irrelevant information. See *Grounds of Proof in Rate Cases*.

**diligence.** Prudence, vigilance, activity, attentiveness, or care exercised by the principals concerned with shipments. The law recognizes three degrees of diligence:

**common or ordinary diligence**—that degree of diligence men in general exert in respect of their own concerns.

**high or great diligence**—extraordinary diligence or that which very prudent persons take of their own concerns.

**low or slight diligence**—that which persons of less than common prudence or indeed of no prudence at all take of their own concerns. See NEGLIGENCE, also *The Law of Carriers of Goods*.

**direction of movement.** (1) The distinction of "from," "to," and "between" in the application of rates. For example, a tariff may provide that a rate applies "from" point A to point B, or it may apply "between" point A and point B. In the first case the rate would only apply in one direction, that is, from A to B. In the latter, it would apply from A to B or from B to A. (2) In connection with specified traffic, the direction in which the traffic generally moves from a particular point of origin. For example, if lumber is produced at point A and for the most part is shipped eastward from that point, it is said that the direction of movement is eastbound. See *Publication and Filing of Tariffs*.

**directory, territorial.** A publication of the carriers used in the handling of freight traffic which contains territorial descriptions. These publications are often used in direct connection with freight tariffs, as the Interstate Commerce Commission requires that where reference is made to a group of points a definite definition of this group must be provided in some publication.



For example, the points embraced in the term Central Freight Association will be found in a territorial directory issued by the chairman of that organization as agent for its members. See *Publication and Filing of Tariffs*.

**discharge of cargo.** The unloading of the lading of a car or vessel. See *Ocean Traffic and Trade*.

**discrimination.** In connection with freight traffic, the according of advantages to one shipper, locality, or commodity, which are not accorded to some other. It is generally conceded that discrimination is of two kinds: (1) just discrimination, in which may be included many common practices of the carrier, such as the providing of lower rates for carload shipments than for less-than-carload shipments; (2) unjust discrimination, such as the extending of lower rates to one shipper and not to another, when they both are situated in identical positions, so far as the handling of their traffic is concerned. It is unjust discrimination against which the Act to Regulate Commerce provides, and against which the laws of most of our states now make provisions. See *Railway Regulation* and *The Act to Regulate Commerce*.

**disinterested witness.** One who has no interest in the cause or matter for a tribunal and who is lawfully competent to testify as to the matter or matters under consideration. See *Procedure before the Interstate Commerce Commission*.

**dispatch or despatch.** (1) A message, such as a telegraph message. (2) More than the usual speed in the handling of some matter.

**dispatch companies.** See **FAST FREIGHT LINES**.

**dissimilarity of circumstances.** This term is used to indicate that shippers, localities, or classes of traffic are not similarly situated from a traffic standpoint. For example, the rate from point A to point B, a distance of 100 miles, may be 20 cents, while the rate from point C to point D, also a distance of 100 miles, may be 25 cents on the same traffic. The difference in the rates may be justified by the fact that a rail carrier operating between points A and B is directly in competition with a water line operating between the same points, while the carriers operating between points C and D, the same distance, may have no water competition. In such cases, it is said that there is dissimilarity of circumstances. See *The Act to Regulate Commerce*.

**distance of haul.** As a rate-making factor, the distance which a specified kind of traffic is hauled. The importance of this factor arises from the fact that, while rates increase with distance, they do not increase in proportion to the distance. For example, while the rate for 400 miles will be more than that for 200 miles, it will not under ordinary circumstances be twice as much as the rate for 200 miles. The return *per mile* on the 400-mile haul will generally not be as great as for the 200-mile haul. In many cases, therefore, it is of importance to know the distance the shipment is hauled to ascertain whether the return per mile or other unit is higher than in some other case. See *Grounds of Proof in Rate Cases*.

**distance tariff.** See **TARIFF**.

**District Court Jurisdiction Act.** An act transferring to the United States District Court matters previously under the jurisdiction of the Commerce Court. The act also provides for the abolition of the Commerce Court. See *The Act to Regulate Commerce*.

**diversion.** A change as to the means, methods, or route by which a shipment is to be transported, effected after the shipping instructions which name some other means, method, or route have been furnished to the carrier. This change may involve a substitution or addition as concerns the carriers handling the shipment, a substitution of junction points, or directions that the shipment be handled by water agencies instead of rail, or a different destination substituted for that originally given. The term is used synonymously with the term "reconsignment." See *Bases for Freight Charges*.

**dividends.** A portion of the principal or the proceeds accruing in connection with the operation of an enterprise divided among the several owners of the property. See *Railway Accounting*.

**division.**

**railway.** For the purpose of more effective operation and supervision, railways are divided into units designated as divisions, these divisions varying in length and extent according to the nature of the country and density of traffic. These divisions are supervised by divisional or departmental officers, who in turn report to staff officers of the organization. See *Railway Organization and Management*.

- revenue.** The apportionment of revenue received for some specified service among the several carriers participating in the transaction. The division may be accomplished on a mileage basis, each line being given a percentage proportion based on the relation between the distance it hauls the shipment and the total distance involved. A line hauling a shipment one-third of the total distance, for example, would receive one-third of the gross revenue received for transportation, but infrequently an arbitrary basis obtains whereby a particular carrier or group of carriers is given a flat or stated sum regardless of distance. See *Railway Accounting*.
- dockage.** A charge against vessel owners or the owners of goods for the use of a dock or wharf. See *Ocean Traffic and Trade*.
- dock receipt.** An acknowledgment given by water carriers for the receipt of property. The dock receipt is exchangeable for a bill of lading. See *Ocean Traffic and Trade*.
- drawback.** An allowance made by the government to exporters for import duties which have been paid upon material contained in exported goods, which material has been originally received from foreign countries. For example, a manufacturer of men's ready-made clothing who uses English or German woollens may secure a refund of almost all the duty that has been paid on such portions of these goods as have been consumed in the finished exported articles. See *Ocean Traffic and Trade*.
- due bill.** A bill rendered by a carrier against a receiver or shipper of freight when it has been found that sufficient charges were not collected and the original bill was rendered and paid. See *Railway Accounting*.
- due diligence.** A reasonable amount of care on the part of the carriers in performing specified duties or the amount of care required of them by law. See *The Law of Carriers of Goods*.
- due process of law.** The procedure provided by law for accomplishing some object. For example, the Act to Regulate Commerce provides that the Interstate Commerce Commission, before requiring the carriers to make changes in their rates, rules, and practices shall give the carriers an opportunity to present their side of the case. See *The Act to Regulate Commerce*.
- dunnage.** (1) In maritime circles, pieces of wood or other material placed against the sides and bottom of the hold of a vessel



to preserve the cargo from the effect of leakage during the voyage. (2) In railway transportation, stakes, timber, and other bracing used to hold in place the contents of a car, such as machinery. See *Freight Classification*.

**duplicate.** When two documents are substantially alike so that each might be a copy or a transcript from the other, they are called "duplicates." Duplicate copies of various shipping receipts and forms are obtained by the use of manifold copies and carbon impression or by hectograph or similar processes. See *The Bill of Lading*.

**duress.** Compulsion of threat or injury. A contract made under duress is often void or may be voided by proper action. See *The Law of Carriers of Goods*.

**duty.** (1) A tax on merchandise exported or imported. In this country duties are generally divided into: (a) ad valorem duties, based on a percentage of the value of the article; (b) specific duties, a fixed sum provided for each article according to its nature or other characteristics. See *Ocean Traffic and Trade*.

(2) An obligation to perform some act expressed or implied by contract or by law; for example, the carriers' common law duty to transport goods with reasonable dispatch. See *The Law of Carriers of Goods*.

## E

**earnings.** That which is received as wages or a return upon money invested. As applied to business organizations, earnings are divided into two classes: (1) Gross earnings, the complete revenue received without any deduction being made. For example, the gross earnings of a carrier are the earnings received for the transportation of persons and property with all other income without the deduction for cost of operating the road, paying taxes, etc. (2) Net earnings, the earnings remaining after the necessary deduction for the cost of carrying on the concern has been made. See *Railway Accounting*.

**eleemosynary institutions.** Institutions organized for the distribution of charity or alms, such as homes for the aged and hospitals. See *The Act to Regulate Commerce*.

**elevation.** A transit service rendered in connection with certain sub-

jects of transportation involving a movement from a lower to a higher level, such as the hoisting of logs to river bank by incline or otherwise to a level sufficiently higher to enable them to be loaded on freight equipment, or the handling of grain through a grain elevator for the purpose of cleaning, clipping, drying, etc. See *A Primary Lesson in Transit*.

**elevator.** (1) An equipment designed to carry persons or property upward or downwards in a building or elsewhere. (2) A building equipped with apparatus for the movement of grain or other products from or to a car or from one part of a building to another for the purpose of milling, screening, sorting, etc. See *A Primary Lesson in Transit*.

**Elkins Act.** An act providing penalties for violation of the provisions of the Act to Regulate Commerce. See *The Act to Regulate Commerce*.

**embargo.** A notice issued by carriers to the public that certain traffic will not be accepted owing to their inability to effect delivery. For example, a certain road may issue notice that it will not accept freight destined to a specified point owing to congestion, strikes, wash-outs, or similar causes. See *Freight Claims*.

**eminent domain.** The right of the people, through the government, to take property for public use. For example, a municipal government may by due process of law purchase land for a city hall or other public buildings even against the wishes of the owner. The term does not generally signify that the government takes the property without paying for it, but rather that a reasonable amount will be paid, in many cases subject to determination by courts or other qualified bodies. The right of eminent domain is accorded to public service corporations such as railways because, while the railways in this country are generally operated by private capital, they are performing a public service. See *Railway Organization and Management*.

**employee.** In a broad sense, one who is employed by another to perform some more or less definite class of work. In actual practice the term does not in many cases include the higher officers of a corporation. For example, the term "railway employees" is often used to include those who are engaged in carrying on the activities of the road below the rank of such officials as the

president, vice president, or other staff officers. See *Statistics of Freight Traffic*.

**enumerated powers.** In law, power specifically mentioned as being granted to certain courts or other bodies. The term is sometimes used in contrast with the term "implied powers" to signify powers that are specifically granted in legislation as compared with a powers that may be exercised as being implied but which are not specifically mentioned. See *The Act to Regulate Commerce*.

**equalization.** The adjustment of traffic conditions so as to put shippers, receivers, markets, localities, or carriers on an equality with each other. For example, if there is a boat line operating between point A and point B, the rail carriers operating between these points may put into effect such rates as will give them a share of the business. Again, if the shipper on road A has a rate of 15 cents to a specified market, road B may put into effect the same rate from some point on its line to the same market in order to enable shippers at that point to compete with shippers on road A. The term "equalization" does not always mean that exactly the same rate or other traffic regulation is put into effect but rather that such adjustments are made as will enable one set of interests to compete with another set. In rate making the term signifies the publication as a through rate (applicable via all gateways) of the combination of the locals via the gateway making the lowest rate. As an example, on business moving from C. F. A. territory to the Southeast the combination of rates applying via Cincinnati (the lowest combination) is equalized via all the other Ohio River Gateways. On business moving from Louisiana to C. F. A. territory the combination applying via New Orleans is published as a through rate and equalized via East St. Louis or Cairo. See *Freight Rates—Official Classification Territory*.

**equipment.** In a broad sense, articles or supplies necessary for any particular service. In railroading, cars and other apparatus necessary for the operation of the road. See *Railway Organization and Management*.

**equity.** In a broad sense, equality or fairness. In law, the adjustment of controversies upon the basis of right and justice rather than in accordance with the letter of the law, as in cases where the law does not specifically cover some practice that has arisen. See *The Law of Carriers of Goods*.



**estimated weight.** In a broad sense, the weight of an article or a consignment estimated upon a more or less definite basis. In connection with freight traffic, weights determined by definite methods or weights that are in reality average weights. For example, it is impossible in many cases to weigh all shipments which are delivered to the railway company because of the lack of scale facilities or for other reasons. For the convenience of all concerned, the average weight of a number of shipments may be determined by actual scale or test weighing and the average weight so determined used as a basis for assessing freight charges upon similar shipments. In the handling of lumber of various kinds, it is customary to determine the average weight for one thousand feet. See *Freight Classification*.

**estoppel.** A bar or impediment raised by the law which precludes one from alleging or from denying a certain fact or set of facts, in consequence of his previous allegation, or denial, or conduct, or admission, or in consequence of final adjudication of the matter in a court of law. See *The Law of Carriers of Goods*.

**estray.** See *ASTRAY FREIGHT*.

**examiner.** In law, an officer appointed to take the testimony of witnesses and to reduce it to writing. In connection with Interstate Commerce Commission practice there are several kinds of examiners with varying duties, such as examiners of accounts, who investigate the accounts and accounting methods of the carriers subject to the jurisdiction of the Commission, and examiners whose duty is to take testimony in rate cases, general investigations, and other matters coming before the Interstate Commerce Commission. These latter examiners act in a somewhat broader field than the examiner in the ordinary legal sense in that they usually assist one or both sides in a case being heard by them and write the decisions in the case (subject of course to the approval of the Commission). See *Procedure before the Interstate Commerce Commission* and *Grounds of Proof in Rate Cases*.

**exceptions to application of tariffs.** It often happens in the issuance of tariffs, particularly agency tariffs, that carriers participating desire to take exception to the general application of the tariff, in which case the exceptions will be carried under the heading of "Exceptions to the Application of Tariff." In general the term signifies such divergence from the provisions of a tariff as a carrier may provide. See *Freight Classification*.

**exceptions to classifications.** (1) Variations from the provisions of a specified classification which are made to meet the needs of some particular traffic. The term as used in its broadest sense may include changes in carload weights, packing requirements, minimum charges, ratings, etc. When the exception provides that a certain rate shall apply on a certain commodity or a group of commodities regardless of the rate that would apply under the classification, the exception is specifically designated as a commodity rate. Exceptions to classification may be carried in special publications called "exceptions to classification" or they may be in other publications, such as tariffs. (2) A publication in which the carriers bring together a number of exceptions to classification applicable in a certain territory, as in the case of exceptions to Official Classification issued by Eugene Morris of the Central Freight Association. See *Freight Classification*.

**execute.** To complete; to make; to perform; to do; to follow out. In connection with transportation, often applied to the making out of various forms, such as a power of attorney, authorizing some carrier or agent to perform some specific duty. For example, The Act to Regulate Commerce provides that carriers or agents may act for other carriers or agents in issuing tariffs only when specific authority so to act has been filed with the Interstate Commerce Commission. In such a case, it is said that a concurrence or power of attorney has been executed. See *Publication and Filing of Tariffs*.

**exemplary damages.** See DAMAGES.

**exhibit.** Document or other things shown to a witness when he is giving evidence, or referred to by him in his evidence. Usually documents referred to in a pleading or an affidavit are identified by letter or numbers. For example, in Interstate Commerce Commission cases, it is quite common for both sides in a rate adjustment case to introduce figures of various kinds in the form of rate tables and statistics, presumed to substantiate the contention of the party filing the exhibit or tending to prove that the exhibits of the other party are erroneous, incomplete, or immaterial. See *Grounds of Proof in Rate Cases*.

**ex parte.** A legal phrase meaning literally *on one side*. As ordinarily used, in connection with legal matters, it signifies that only one party to a case has been heard. For example, a court may issue

an order without having all the interested parties before it. Thus, in a bankruptcy proceeding application by A, a creditor, might be described as *ex parte*, A; i. e., on the part of A. In such a case, it would be understood that parties B, C, and D had some interest in the case but had not been heard. See *Procedure before the Interstate Commerce Commission*.

**expedite freight** (or expedited freight). Freight which is given preference in transportation and handled with utmost dispatch. Fruit, vegetables, and live stock are often included in this class of freight. Various terms are used to designate this special service, such as quick dispatch, red-ball freight, cannon-ball freight, etc. See *Routing Freight Shipments*.

**Expediting Act.** An act providing that certain cases arising under The Act to Regulate Commerce shall be given preference in Federal Courts. See *The Act to Regulate Commerce*.

**expense bill.** See **FREIGHT BILL**.

**expert, traffic.** One who is skilled in matters relating to the handling of freight traffic through knowledge gained by study, practical experience, and observation. Often applied to one offering his services to the public in an advisory capacity as does the attorney-at-law. In many cases he acts for a number of small shippers or receivers of freight whose business does not warrant the retaining of an employee to devote his whole time to the interests of a single concern. See *The Industrial Traffic Department*.

**expiration notice.** A notice in a tariff that the tariff or some portion of it will expire at or by a specified time. See *Publication and Filing of Tariffs*.

**export traffic.** Traffic which moves from this country to foreign countries. See *Ocean Traffic and Trade*.

**express service.** One of the most important transportation agencies of this country. The principal features as compared with freight services are close supervision, quick handling, personal receipt and delivery of merchandise. See *The Express Service and Rates*.

**extenuating circumstances.** Circumstances which tend to make a crime or other wrong-doing appear less blameworthy. For example, if the carrier has consumed an extraordinary long time in the transportation of freight, the fact that the delay was due to a



flood on its line is said to be an extenuating circumstance. See *The Law of Carriers of Goods*.

## F

**facilities and privileges.** To accommodate the varied demands of commerce, carriers have been compelled to install special facilities for the handling of some traffic and to make the shipper allowances on others. The more important facilities and privileges follow:

**compression of cotton.** A service rendered in connection with the transportation of cotton where farm-packed or hand-compressed bales are machine compressed, increasing the density of weight per cubic foot and materially reducing their bulk. In some cases these presses are owned by the carriers, in others by various interests. The carriers often recognize the desirability of compression by special rate adjustment to and from compressing points. See *A Primary Lesson in Transit*.

**concentration privilege.** A privilege by which the shipper is given the opportunity of assembling various shipments which move into the concentration point at less-than-carload rate and to reship on basis of the carload rate attaching to the particular commodity involved; quite often rendered in connection with cotton, butter and eggs, poultry, and various products of the farm.

**cooperage and baling.** Not infrequently in the course of transportation barrel heads or hoops may start, with a consequent leakage of contents, or bales may become torn or other exterior packing damaged to some extent. In such cases repairs are made by the carrier at the owner's expense except when the damage is a result of the carrier's negligence.

**dumping and trimming.** To load and unload vessels economically, railroad companies at water terminals have installed mechanical devices as an aid. The charge for the use of these facilities is in addition to the rate as concerns the handling of coal; for example, there is a charge for the dumping of the coal into the vessel's hold and a further charge when the service is performed by the carrier's representative, for the trimming or leveling of the coal in the hold of the ship. These charges, like the charges for transportation, are subject to revision by the Interstate Commerce Commission. See *A Primary Lesson in Transit*.

**elevation.** In the handling of many commodities, particularly

**grain,** it is necessary to pass the commodity through an elevator for the performing of various operations, such as mixing, cleaning, clipping, drying, and the like. These services so performed are referred to generally as elevation privileges. See *A Primary Lesson in Transit*.

**grain doors.** In order to transport grain and prevent its shifting or leaking in transit, special doors, or grain doors as they are termed, must be installed in the doorway of each car. Owing to the fact that these doors in some cases constitute a part of the equipment of the car and in other cases the car is not so equipped, has led to the establishment of refunding to shippers who install doors in cars not so equipped with them a sum sufficient to cover the average expense, subject to a fixed maximum. See *Conference Rulings*.

**milling in transit.** A service accorded the shipping public whereby a shipment may be stopped short of ultimate destination for the exercise of some fabricating, milling, or manufacturing process. See *A Primary Lesson in Transit*.

**scale deduction.** Owing to inclemency in the weather, the weight of vehicles may be increased by an accumulation of moisture, snow, ice, or dirt, and to compensate the shipper allowances are made from the gross weight sufficient to compensate for such increases.

**shrinkage in transit.** Live stock when shipped by rail frequently loses weight or shrinks in transit. The usual custom is to allow five hundred pounds in the weight ascertained at point of origin in effecting settlement to the consignee at destination.

**staking.** Where property is transported on open cars, especially such as laths, timber, girders, etc., stakes are necessary to prevent the loading of the cars from rolling off. As these stakes are furnished by the shipper, the custom has been for the carrier to allow for their free or reduced transportation. See *DUNNAGE*.

**factor.** In rate making, one or all of the rates which added together go to make a through rate from point of origin to destination. In an all-rail movement from New York to Colorado common points, the rate applicable from New York to the Mississippi River may be called one factor and the rate applicable from the Mississippi River to destination the other.

**false billing.** In a special sense, the billing of freight in such a way

as to secure the payment of other than the charges that should apply in connection with the specified movement. False billing may include the use of wrong weights, inaccurate descriptions of shipments, and many other devices for defeating the lawfully established charges. In a broad sense, the term "false billing" is used to signify any means by which other than the legal charges are collected. See *The Act to Regulate Commerce*.

**false floors.** A freight car fitting used in the transportation of fruits to keep the fruit or other commodity off the bottom of the car and to permit the circulation of air, so as to prevent damage due to dampness, etc.

**fare.** The money paid for a voyage or journey. The word "fare" is often used to signify the charges for the transportation of passengers as compared with the word "rate" in connection with the transportation of property, although the term "rate" may often properly be used in connection with the transportation of passengers, as in the case where fares are based upon a charge per mile. See *The Act to Regulate Commerce*.

**fast freight lines.** As the name indicates, organizations of the carriers for the purpose of providing fast transportation for freight traffic. As the term is often used, it signifies simply the organization of railways over which specified traffic passes for the purpose of providing through routes over the different roads (members of fast freight lines) rather than the providing of specially fast service. See *Railway Organization and Management*.

**federal courts.** Courts having jurisdiction over federal matters as distinguished from state or other courts having jurisdiction over matters other than federal affairs. See *The Act to Regulate Commerce*.

**Federal Reserve Board.** Consists of seven members, five appointed by the president of the United States, and the secretary of the treasury and comptroller of the currency, ex-officio members. It is the essential governing and administrative body of the federal reserve banking system. It selects government directors in the federal reserve banks, establishes rules and regulations for the management of banking business in the several districts, reviews the rate of discount at federal reserve banks, and originates the rate of rediscount between federal reserve banks and regulates the reserve holdings of the several banks.



**Federal Trade Commission.** A Commission of five members created for the purpose of aiding in the enforcement of the anti-trust laws of the United States and the carrying on of certain research and constructive work in behalf of American business. It exercises its greatest regulatory powers under section 5 of the Federal Trade Commission Act, which reads, "Unfair methods of competition in commerce are hereby declared unlawful." The procedure before the Commission is similar to that before the Interstate Commerce Commission. It has no jurisdiction over the methods of competition between transportation agencies.

**ferriage.** The toll exacted for ferrying passengers or property across rivers or other bodies of water. It may be in addition to the rate of transportation or, as is most frequently the case, absorbed out of the revenues received for transportation. See *Ocean Traffic and Trade*.

**ferry.** A transportation vehicle with or without power used in transporting persons and property across rivers or other inland bodies of water. The larger type of these crafts are designed to accommodate a number of cars and enable them to be transported from place to place without the necessity of removing their lading. Car-ferries are distinguished from lighters in that the contents of the cars are moved by lighters but not the cars themselves. See *Ocean Traffic and Trade*.

**ferry cars.** A term applied to cars loaded or unloaded at private sidings of industries when transported to or from transfer point, junction point, freight houses, and the like, where their contents are assembled or distributed according to their origin or destination. The term arises in connection with a concentration service whereby numerous less-than-carload shipments may be assembled as a carload and moved on a per-car or per-hundred-weight basis between points within a railroad terminal, thus saving considerable individual cartage expense so far as the industry is concerned. See *Bases for Freight Charges*.

**fighting ships.** A term used to signify ships which are put into service where there is a strong competition for certain business. The fighting ship is in reality a ship used by one competing line to take business away from another. In some cases the fighting ship is made to appear independent of any line. See *Ocean Traffic and Trade*.

**fixed charges.** Those charges in connection with the operation of a railway which do not fluctuate to any great degree according to the amount of business. Fixed charges include such items as interest on bonds and taxes. The term is often used in contrast with operating costs and other costs which vary to some degree according to the amount of business done. See *Railway Accounting*.

**flag stations.** Railway stations at which trains do not stop unless signaled by flag, lantern, or other device. See *Railway Accounting*.

**floatage.** See *LIGHTERAGE*.

**flying switch.** A switch on which, after the cars have gained sufficient momentum, the engine is detached and they proceed to the desired location under the control of hand brakes. Owing to the risk, switches of this character are prohibited by law in some localities, particularly in congested districts.

**foreign commerce.** Business intercourse between interests of the United States on the one hand and interests located in foreign countries on the other. See *Conference Rulings of the Interstate Commerce Commission*.

**foreign countries.** Under the provisions of the Act to Regulate Commerce foreign countries are divided into two classes, adjacent and non-adjacent. (1) Adjacent foreign countries are those adjoining this country, such as Canada on the north and the Republic of Mexico on the south. (2) Non-adjacent foreign countries include all others. So far as the rulings of the Interstate Commerce Commission are concerned with respect to the administration of the Act to Regulate Commerce, Cuba, the Philippine Islands, and the Canal Zone are considered as foreign countries. See *Conference Rulings of the Interstate Commerce Commission*.

**forms of action.** See *Procedure before the Interstate Commerce Commission*.

**forwarder or forwarding agent.** In a legal sense, one who receives and forwards goods, taking upon himself the expense of transportation, for which he receives a compensation from the owners. He has no interest in the vessels or wagons by which the property is transported and no interest in the freight. The term is often applied to those who make a specialty of assembling less-than-carload shipments at some central point and reforwarding

them as a carload lot to some distant destination. The forwarding agent generally arranges for the distribution of the goods at the point of destination. See *Freight Classification*.

**four seas.** The seas surrounding England. These were divided into the western, including the Scotch and Irish; the northern, or North Sea; the eastern, the German Ocean; and the southern, the British Channel. The term "within the four seas" means within the jurisdiction of England. See *Ocean Traffic and Trade*.

**franchise.** A special privilege or liberty conferred by the government and vested in particular individuals. In the United States franchises are generally exercised by corporations created for the purpose and deriving their powers under general or special laws. As an example of the use of the franchise, if a corporation desires to operate a street railway in a city, application is made to the proper body, perhaps the Board of Aldermen, for permission to carry on the desired operation. Franchises may be granted for a specified number of years or for an unlimited term. In the former case, they are designated as "term franchises" in the latter as "indeterminate franchises."

**franchise value.** As the right to carry on some business allowed by franchise is of material value to the person or corporation holding the franchise, reference is often made to the franchise value in figuring the assets of a corporation. There is considerable difference of opinion as to the right to take these values into account in connection with public service corporations.

**frank.** (1) (verb) The sending of matter through the mails, by express or by other agencies, without the payment of charges.

(2) (noun) The evidence of the right of the sender to have his letters or other matter handled without charge. It is customary in connection with the mail sent out by a congressman to have the congressman's signature on the envelope showing that it is to be transported without the payment of postage. In some cases a frank consists of a label attached to matter that is being transported without charge. Franks are used in connection with telegraph messages and express matter. See *The Express Service and Rates*.

**free alongside** (abbreviated f. a. s.). A term applied to delivery alongside a vessel in the harbor, or at the wharf, in a convenient



position to be reached by the ship's derrick or other apparatus. See *Ocean Traffic and Trade*.

**free-board.** Having the wind from a favorable quarter to prevent collision of vessels. It is the duty of the vessel having the wind free to give way to the vessel beating up to windward and tacking. At sea such vessel meeting another at close hauled must give way if necessary to prevent the danger of collision. See *Ocean Traffic and Trade*.

**free on board** (commonly abbreviated f. o. b.). A term indicating that property is to be delivered to the buyers free of all charges to some specified point. As an example, if goods are bought free on board, customer's place of business, they are to be delivered to the customer's place of business with all transportation charges including drayage charges at point of destination paid. Again, if shipments are bought f. o. b. point of origin, the consignment is to be delivered to the railway company with all charges necessary to delivery to the railway company paid. See *Freight Classification*.

**free ship.** Neutral ship. "Free ships make free goods" is a phrase often used in a treaty to denote that the goods on board neutral ships shall be free from confiscation even though belonging to the enemy. See *Ocean Traffic and Trade*.

**free time.** A period allowed the owner of goods to load or unload property before demurrage or storage charges begin to accrue. See *Demurrage and Car Efficiency*.

**freight.** (1) As applied to traffic, the goods or property of a particular kind or class transported. (2) As applied to revenue, the amount due a carrier for services in transporting a specified shipment. The term is in reality an abbreviation of freight charges. See *Freight Classification*.

**freight bill.** A bill rendered to the consignor or consignee by a carrier. It states the place of origin, consignor's name, nature of the article shipped, weight, charges paid or to be paid, etc. Frequently, this form is prepared in quadruplicate, one copy being mailed to the consignee as notice that the freight has arrived. The other copies are retained by the carrier for record—(1) as a record or amount of and payment of charges, (2) as to delivery of goods, (3) for accounting purposes. See *Railway Accounting*.

**freight house.** A building for the accommodation of freight traffic, including the necessary office space and space for the handling of the freight (generally less-than-carload freight). At important points there may be two or more houses for the different branches of the freight business. For example, there may be an inbound freight house for freight coming *into* the station and an outbound house for the freight being sent out *from* the station. See *Investigation of Freight Claims*.

**freight revenue.** The revenue which is derived by a railway company from its freight business as compared with the revenue derived from the passenger or miscellaneous sources. See *Statistics of Freight Traffic*.

**full crew law.** Legislation which requires carriers to use a specified number of men in connection with the operation of trains. The number varies with the class of trains and the provisions of the particular law. See *Railway Regulation*.

**funding a debt.** The pledging of a specific fund to keep down the interest and ultimately discharge the principle. When the extinguishment of the debt is contemplated it is called a "sinking fund." See *Railway Accounting*.

## G

**gallorage capacity.** The capacity of vessels, including tank cars, expressed in gallons, by means of which in conjunction with the estimated weight provided for various kinds of liquids, the approximated weight of the contents may be ascertained. See *Freight Classification*.

**gangway.** (1) A narrow wooden or metallic platform or bridge used as a temporary passage-way affording a runway from car to car or from dock to vessel. (2) That part of a ship's side by which persons enter or depart or by which freight may be loaded or unloaded. See *The Investigation of Freight Claims*.

**gateway.** (1) A point to or from which rates are constructed. (2) From the operating standpoint, a point through which traffic may move. For example, in movements of freight from the eastern part of the United States to California and other Pacific Coast states traffic may move via a number of different junction points called "gateways." See *Freight Rates—Western Territory*.

**gauge.** A standard measurement, dimension, quantity, or amount.

In many cases the standard is determined by an instrument constructed for the purpose. In connection with the construction of railways, the width between the rails of a railway track. The standard gauge in use in this country is 4 feet 8½ inches. "Broad gauge" and "narrow gauge" roads have tracks respectively wider and narrower than standard. Both broad and narrow gauge roads are constructed for the most part for special purposes. For example, narrow gauge roads are constructed in the mountains, mines, or other places where a standard gauge road could not be built or where it would not serve the purpose. See *Railway Organization and Management*.

**general special.** A term at one time used in connection with the classification of express matter to indicate articles of food and drink to which a second-class rate is now applied. See *The Express Service and Rates*.

**goods.** Personal property, such as household goods; also any kind of property that is transported. See *The Law of Carriers of Goods*.

**grab irons.** See HANDHOLDS.

**graded rates.** See RATE.

**graduated charges.** In connection with express rates, charges for varying weights less than 100 pounds based on the rate specified for 100 pounds. Graduated charges are assessed in accordance with provisions in express tariffs. The charges for the different weights do not bear the same relationship to the hundred-pound rate as the weights bear to 100 pounds. For example, suppose that the first-class express rate is 35 cents per hundredweight; the charge for 20 pounds will not be one-fifth of 55 cents but may be 27 cents. Again, the charge for 50 pounds will not be one-half of 55 cents but may be 37 cents. The term is sometimes used in connection with freight rates. See *The Express Service and Rates*.

**grain and grain products.** The term "grain" signifies barley, buckwheat, corn, wheat, and other grains which have not been subjected to a manufacturing process incidental to their preparation as food stuffs. The term "grain products" applies to the resultant article after such process has been applied, such as cornmeal, flour, breakfast foods of various kinds, and the like. The term "grain prod-



ucts'' is sometimes subdivided to indicate the by-products of grain; that is, products that are left after some manufacturing process has been performed, the products themselves having some special value in the manufacture of poultry food, stock food, etc. The publications of carriers give exact definitions of these terms and the class divisions to which various articles are assigned. See *Freight Classification*.

**gratuitous bailee.** One who performs some specific service in connection with certain goods without any remuneration; for example, the carrier who performs a transportation service without remuneration. See *The Law of Carriers of Goods*.

**gratuitous carriage.** Transportation of passengers or property for which the carrier receives no compensation. See *The Law of Carriers of Goods*.

**gravamen.** The grievance complained of, the substantial cause of action.

**gravity yards.** Railway yards arranged with an artificial slope from the crest of which cars are shunted and gain sufficient momentum to be carried to various storage and other tracks after they have been started from the top of the slope. See *Freight Classification*.

**gross weight.** See WEIGHT.

**groundage.** In maritime law, the charge for space occupied by a vessel while in port. See *Ocean Traffic and Trade*.

**group rates.** See RATES.

**guaranty.** The promise to answer for the payment of some debt or the performance of some duty in case of the failure of another person who is liable to such payment. The word "guarantee" is often used to mean the same thing. See *The Law of Carriers of Goods*.

**guide book.** In a general sense, a book in which information as to some specific subject is to be found; for example, information as to the time of trains, etc. In a more limited sense the word is applied to publications issued by fast freight lines and individual carriers showing the points on their line or reached via their line, the base rates to apply, arbitraries to be used, etc. See *Publication and Filing of Tariffs*.

## H

**handholds** (or grab irons). Pieces of iron or steel affixed to the ends or the sides of passenger or freight cars to enable passengers or trainmen to alight and ascend with ease. See *The Act to Regulate Commerce*.

**handling of property** (by carriers). Any service affecting the movement of property *after* it has been delivered to the carrier for transportation and *before* its delivery to the consignee. In addition to the actual transportation of the property such acts as the storing of freight in the car and its transfer or distribution to other cars at junction points are included. See *Investigation of Freight Claims*.

**harbor**. A haven or place of deep water so sheltered by the adjacent land or by artificial devices as to afford a safe anchorage for ships. The term *harbor* may be distinguished from the word *ports* in that the latter implies that there are wharves or that means and opportunity of receiving and discharging cargoes are provided. See *Ocean Traffic and Trade*.

**hatch**. An opening in the deck affording passage to the hold. Also the cover of the opening. The term *hatchway* is also used to indicate the opening. See *Ocean Traffic and Trade*.

**hatchway**. See **HATCH**.

**haul**. In a broad sense the drawing of a vehicle or load from one place to another. In a technical traffic sense, the distance a shipment is transported. See *Freight Rates—Official Classification Territory*.

**joint haul**. A haul in which two or more carriers participate.

**local haul**. A haul over a single line of road.

**long haul**. (1) the portion of a joint haul performed by the road over which the greater part of the distance is covered. (2) A haul over a considerable part of a carrier's line.

**short haul**. A haul over a small part of a carrier's line. A carrier is said to be short-hauled when it might transport a given shipment over a long distance but is allowed to handle for a short distance only.

**haven**. A place calculated for the reception of ships and so situ-

ated in regard to the surrounding land that vessels may ride at anchor in it safely. It does not follow, however, that a haven is a port, or port of entry, as it is simply a safe and snug harbor to which vessels may repair when in distress. See *Ocean Traffic and Trade*.

**hearing.** In Commission procedure, the trial of a transportation issue. The hearing is conducted as follows: When the cause is called on, the pleadings of each side are opened in a brief manner to the court by the junior counsel for the plaintiff, after which the plaintiff's pleading counsel states the plaintiff's case and the points in issue and then submits to the court his arguments upon them. Then the deposition (if any) of the plaintiff's witnesses and such parts of the defendant's answer as support the plaintiff's case are read by the plaintiff's solicitor, after which the rest of the plaintiff's counsel addresses the court or Commission and the same course of proceeding is observed on the other side except that no part of the defendant's answer can be read in his favor if it be replied to. The leading counsel for the plaintiff is then heard in reply, after which the Commission pronounces its decree. See *Procedure before the Interstate Commerce Commission*.

**heavy lift.** A term applied to articles of unusual weight which require special facilities in loading or unloading and for which additional compensation is exacted. See *Freight Classification*.

**hectograph.** A duplicating device used extensively in railway circles in obtaining additional copies of original documents or records. See *Railway Accounting*.

**high seas.** In English law, that part of the sea which is more than three miles from any coast. In United States usage all the uninclosed waters of the ocean beyond low-water mark. See *Ocean Traffic and Trade*.

**highways.** Public ways either on land or on water which everyone has a right to use. Railways are commonly known as "highways," although in this country they are generally owned by private corporations. See *The Law of Carriers of Goods*.

**holding company.** A company organized for the purpose of holding the stocks of various organizations which are under a common management. Often used in contrast with the term "operating company," which means a company actually operating some form



of business. For example, the stocks of several railway companies may be held by one company while the actual operation of the railroads is carried on by the separate companies. See *Railway Accounting*.

**Hours of Service Act.** An act specifying the number of hours which certain employees of the carriers may work when engaged in the transportation of interstate commerce.

**house cars.** Cars for miscellaneous freight, loaded and unloaded in freight houses. Contrasted with cars carrying earload or other freight not handled in the freight house but on public team tracks, sidings, etc.

**household goods.** In freight traffic, those articles which go to make up the necessary furnishings of a household, including ornaments—except paintings, bric-a-brac, silverware, and articles of extraordinary value, which freight carriers do not hold themselves out to transport, except under special contract.

**hoyman.** The commander of a small hoy or coasting vessel, and as such comes within the class of common carriers if he engages in the business of carrying or transporting goods indifferently for all who may employ him. See *The Act to Regulate Commerce*.

**hump yards.** See GRAVITY YARDS.

**husband of a ship.** See SHIP'S HUSBAND.

## I

**I. C. C.** An abbreviation for the words *Interstate Commerce Commission*.

**I. C. C. number.** A number placed upon a publication or record by the Interstate Commerce Commission or by the carrier when filing publications with the Interstate Commerce Commission. When the letters appear with figures before and after them, reference is made to the decisions of the Interstate Commerce Commission. For example, 37-ICC-546 indicates the 37th volume of the *Decisions of the Interstate Commerce Commission*, page 546. The word *report* is sometimes used in connection with the abbreviation I. C. C. Thus the citation just given might be written 37-ICC report 546 or 37 I. C. C. rep. 546.

**icing.** The act of preparing refrigerator or other cars for the transportation of property requiring protection from the heat by placing ice in compartments or bunkers specially constructed for carrying it or elsewhere in the car. Also the placing of ice in cars while the shipment is in transit. See *Freight Classification*.

**identity of shipment** (preserving of). The preservation of the characteristics of a shipment when delivered to the carriers or when stopped in transit, so that there will be no difficulty in determining that there has been no substitution of articles for the ones originally shipped. In the handling of certain commodities which are stopped in transit for some operation such as the grinding of wheat into flour, the term "identity" does not signify that exactly the same wheat that was brought into the mill is shipped out, but that the product is from the same kind of wheat. See *A Primary Lesson in Transit*.

**id est.** Latin for *that is* or *that is to say*.

**immigration.** The moving into one place from another. Immigration is the opposite of emigration. For example, one who leaves a European country to come into the U. S. may be said to have *emigrated* from the European country and to have *immigrated* to this country.

**Immunity of Witnesses Act.** An act providing that witnesses giving evidence before branches of the government under compulsion shall not be punished on the grounds of such evidence. (Closely related to the Compulsory Testimony Act.) See *The Act to Regulate Commerce*.

**implied.** In law, contrasted with "expressed"; i. e., not manifested by explicit and direct words but gathered by necessary deduction from the circumstances, the general language, or the conduct of the party. Thus, a contract may specifically mention that a certain thing is to be done, or the wording may be such as to indicate that the act is to be performed. In the first case, there is said to be an expressed contract to perform this act and in the second case an implied contract. See *The Law of Carriers of Goods*.

**imports.** Goods brought into a specified country from some other country.

**improvement.** See **BETTERMENT**.

**increased rate.** See RATE.

**indemnity bond.** See BOND.

**indeterminate franchise.** See FRANCHISE.

**index of stations.** An alphabetical list of freight stations appearing in a tariff or some other publication of the carriers. See *Publication and Filing of Tariffs*.

**index, tariff.** See TARIFF INDEX.

**indictment.** An accusation in writing found and presented by a grand jury, charging that a person therein named has done some act or been guilty of some omission which, by law, is a public offense punishable on indictment. The term is used also in a somewhat inaccurate sense for any accusation of wrongdoing. See *The Act to Regulate Commerce*.

**indifferently.** Without bias or partiality. Common carriers are required to carry goods for all persons indifferently; that is, without bias or unjust discrimination. See *The Law of Carriers of Goods*.

**individual items.** Those items appearing in freight publications which are separate and distinct from all other items. The term is often used of a provision applying to an individual item as against a provision appearing in general rules or elsewhere. See *Publication and Filing of Tariffs*.

**indorsee.** The person to whom a bill of exchange, promissory note, bill of lading, etc. is transferred by indorsement, giving him a right to sue thereon. For example, a bill of lading may carry indorsement by which the owner of the bill of lading transfers ownership to someone else known as the "indorsee." See *The Bill of Lading*.

**industrial.** (1) Connected with producing as distinguished from trading. (2) Connected with the business of shippers and receivers as contrasted with that of carriers. For example, when reference is made to industrial traffic work, the traffic work of the shipper or receiver of freight is generally meant, as distinguished from the traffic work of the transportation company. See *The Industrial Traffic Department*.

**industrial lines.** See LINES.



**informal complaint.** See COMPLAINT.

**inherent defects.** Defects which already exist in the commodity when shipped, as distinguished from damages that occur in transport. For example, it may be found that a casting is broken because of some defect in the casting itself rather than from any rough handling on the part of the carrier. See *The Law of Carriers of Goods*.

**initials, car.** The initials used to signify the names of the road owning a freight or other car. The initials appear upon a freight car either in place of the full name of the road or in addition to it. In order to avoid confusion, owing to the fact that several roads may have the same initials, it is necessary in correspondence and records to use enough of the name to leave no room for doubt. For example, M. C. R. R. might mean Michigan Central Railroad or Maine Central Railroad. In such a case the term "initials" would signify enough of the name of the road to indicate clearly which road was meant. See *The Investigation of Freight Claims*.

**injunction.** A judicial order or process requiring the party to whom it is directed to do or (usually) refrain from doing some designated thing. For example, a court might issue an injunction forbidding the Interstate Commerce Commission to put some order into effect. There are many kinds of injunctions, among the most common being temporary injunctions; that is, injunctions forbidding or requiring some action for a limited time only, perhaps until the court issuing the injunction or some other court can pass upon the merits of the case. A permanent injunction is a permanent order to do or refrain from doing something. See *The Law of Carriers of Goods*.

**inland navigation.** In the legislation of Congress upon the subject this phrase means the navigation upon the rivers of the country but not upon the Great Lakes. In general use, however, the term is used to signify navigation on any bodies of water other than the oceans surrounding the United States or the Gulf of Mexico. See *The Act to Regulate Commerce*.

**inspectors.** Those employees of a private organization or of the government whose duties require them to ascertain whether certain rules, regulations, or laws are being complied with. For example, the carriers have representatives whose duty it is to see

that the provisions of tariffs, classifications, and other regulations of the carriers are complied with. See *Investigation of Freight Claims*.

**instructions, shipping.** The directions in bills of lading or other specified forms, including the name of the consignee, the destination of the shipment, the route via which it is to be forwarded, and other instructions that the consignor may desire to give. See *The Bill of Lading*.

**instrumentalities.** Agencies for performing some activity. For example, the instrumentalities for transportation include locomotives, boats, electric cars, gasoline cars, hoists, cranes, elevators, etc. See *The Act to Regulate Commerce*.

**insurance.** A contract whereby for a stipulated consideration one party undertakes to compensate the other for loss by specified perils. Common examples of insurance are fire insurance, life insurance, burglar insurance, marine insurance, etc. See *Ocean Traffic and Trade*.

**interchange of traffic or equipment.** The delivering by one carrier to another at some junction point of property or cars and the receipt of property and cars from the carriers with whom there are interchange arrangements. See *Routing Freight Shipments*.

**interest on claim.** In connection with certain kinds of freight claims it is quite customary to allow interest on the amount of the claim from the date at which it becomes due until the claim is paid. See *Freight Claims*.

**intermeddling.** Interfering with property or the conduct of business affairs officiously or without right or title. See *The Law of Carriers of Goods*.

**intermediate.** As used in traffic work, not operative either at the point at which traffic originates or at the point at which it is delivered but effective between the time and point of origin and the time and point of delivery. An intermediate carrier is a carrier which does not receive the freight for transportation from the consignor nor deliver it to the consignee, but handles the traffic from one point on its line to another. For example, suppose that a shipment is delivered to the carrier at a point on road A and that road B transports the shipment from a junction on road A to the junction of road C, which delivers the shipment to the

consignee; road B would be an intermediate carrier. An intermediate point is a point which is between two other specified points. For example, suppose that a shipment moving from point A to point C passes through point B; it would be said that point B is an intermediate point. See *Routing Freight Shipments*.

**intermediate points.** See Intermediate.

**interstate.** In the broadest sense, moving between states, whether applied to telegraph messages, freight, passengers, or anything else. Under the provisions of the Act to Regulate Commerce the traffic is considered interstate if it moves between two points in the same state but passes out of the state in transit. Suppose point A to be a point of origin in New York state and point B a destination in the same state; where the traffic passes into the state of New Jersey in moving between these two points, the traffic would be interstate under the provisions of the Act to Regulate Commerce. See *The Act to Regulate Commerce*.

**Interstate Commerce Commission.** A body created by Congress to regulate the rates, rules, and regulations governing the interstate transportation of persons and property, also certain other activities such as the transmission of telegraph and telephone messages. See *The Act to Regulate Commerce*.

**inter-territorial.** Literally between territories. Used in connection with the handling of freight traffic to signify that movements or rates are applicable between territories created by the carrier. For example, a movement from Central Freight Association on the one hand to Trunk Line Association on the other would be an inter-territorial movement. See *Freight Rates—Official Classification Territory*.

**interurban.** As applied to electric lines operating between cities—usually within a comparatively short radius, although some electric lines now operate over distances which are limited only as compared with the longest steam roads. See *Routing Freight Shipments*.

**intervener.** One who voluntarily interposes in an action or other proceeding with the leave of the court or other bodies. In Interstate Commerce Commission practice it is very common for parties other than those who at first appear in an action to intervene in the case for the protection of their interests. For example,



if complaint is made against certain carriers, other carriers may ask for permission to intervene in the case. See *Procedure before the Interstate Commerce Commission*.

**in the rough.** A term used in classifications and tariffs to indicate that articles are in the first or early stage of manufacture. See *Freight Classification*.

**in the white.** A term applied to wagon wood and wood for other purposes which has been turned to shape but which needs to be painted or varnished to become a finished article. See *Freight Classification*.

**intrastate.** Within a state. As applied to traffic indicates traffic moving entirely within a state and not passing out of the state at any point.

**intrinsic value.** The intrinsic value of a thing is its true inherent and essential value, not depending upon accident, place, or person but the same everywhere and to everyone. (Bank of North Carolina v. Ford, 27 N. C. 698.) See *Freight Claims*.

**investigation and suspension docket.** A division of the work of the Interstate Commerce Commission which deals with cases where the Commission has suspended changes in rates or regulations which the carriers have proposed to make. See *Procedure before the Interstate Commerce Commission*.

**investigation of claims.** As applied to freight claims, the necessary examination as to whether the statements made by the claimants or carriers are true with reference to the value of the article, its condition when delivered to the carrier, the handling of shipments while in transit, etc. See *Investigation of Freight Claims*.

**invoice.** In commercial law, an account of goods or merchandise sent by merchants to their correspondents at home or abroad in which the marks of each package, with other particulars, are set forth. In business transactions, an invoice may be nothing more than the statement of the amount due, terms of sale, etc. See *Freight Claims*.

**invoice value, or valuation.** The value of a shipment which is disclosed by the shipper's invoice to his customers as distinguished from the value of the shipment that may be obtained in other ways, as the statement of the shipper as to the value regardless of the invoice value. See *Freight Claims*.

**item.** In an invoice, one of the various charges which make up the total sum. In tariffs, one of the divisions, or individual statements, generally designated by numbers. See *Publication and Filing of Tariffs*.

**itemized bill.** A bill in which the several items constituting the total are separately indicated so as to afford a ready and convenient way to determine the accuracy of the total charge. See *Freight Claims*.

## J

**jetsam.** Things which have been cast overboard and sunk or thrown upon the shore. See *Ocean Traffic and Trade*.

**jettison.** The act of lightening a vessel when in danger by throwing overboard the cargo or a part of it. See *Ocean Traffic and Trade*.

**jobber.** One who buys and sells goods for others. One who buys or sells on the stock exchange. A dealer in stocks, shares, or securities. The jobber is usually distinguished from the retailer in that the jobber buys from the manufacturer in wholesale quantities and sells only to the retailer. As a rule, the jobber does not sell directly to the consumer, but if he does he is in reality a retail merchant to that extent. The term "manufacturing jobber" is sometimes used as indicating the jobber who in addition to buying from other producers does manufacturing to some extent upon his own account, thus combining the function of the manufacturer with that of the jobber in the strict sense.

**joinder.** In a legal sense, the coupling of two or more matters in the same suit or proceeding. Also the uniting of all plaintiffs or defendants who have the same right, or against whom the same rights are claimed or release is demanded. See *Procedure before the Interstate Commerce Commission*.

**joint rates.** See *RATES*.

**judicial notice.** The act by which a court in conducting a trial or framing its decision, of its own motion and without the production of evidence, recognizes the existence and truth of certain facts. These are facts which, from their nature, are not properly the subject of testimony or which are universally regarded as established by common notoriety, e. g., the laws of the state, international law, and historical events. See *Procedure before the Interstate Commerce Commission*.

**judicial review.** The power of the courts to pass upon the actions of the Interstate Commerce Commission or other bodies. For example, if the carriers believe that their constitutional rights have been violated by some action of the Interstate Commerce Commission, the matter may be passed upon by the federal courts, that is, reviewed by the courts. See *The Act to Regulate Commerce*.

**jurisdiction.** In law, the power of the court to entertain and decide any action or matter. Also, the district over which the power of the court extends. When applied to an organization of the carriers, the authority which the organization has over rates, rules, and regulations of the carriers which are members of the organization. See *The Act to Regulate Commerce*.

**jurisprudence.** In the proper sense of the word, "jurisprudence" is the science of law—namely, that science which ascertains the principles on which legal rules are based. See *The Law of Carriers of Goods*.

**justification.** An explanation of the conditions complained of in a specified case, an assertion of the causes leading to it, and of the propriety of the right to continue the same. For example, rail carriers may admit that one point is given a more favorable rate adjustment than some other point but may show that the more favorable adjustment is warranted by competitive conditions, such as water competition. See *Freight Rates—Southern Territory*.

## K

**keelage.** The right to demand money for the privilege of anchoring a vessel in a harbor, also the money so paid. See *Ocean Traffic and Trade*.

**kentlage.** In maritime law, a permanent ballast, consisting usually of cakes of iron cast in a particular form or other weighty substances, which on account of its superior cleanliness and the small space occupied by it is frequently preferred to ordinary ballast. See *Ocean Traffic and Trade*.

**keyage.** A toll paid for loading and unloading merchandise at a quay (key) or wharf. See *Ocean Traffic and Trade*.

**knocked down** (abbreviated K. D.). A term used in the handling of freight to indicate that a machine or other article is taken apart or that appendages, such as wheels, etc., are taken off and



put away so as to reduce materially the space that the article occupies. See *Freight Classification*.

## L

**lashes.** Negligence or unreasonable delay in pursuing a legal remedy whereby a person forfeits his rights. For example, a shipper may be guilty of lashes if he believes a rate unreasonable but does not promptly file a complaint. The Interstate Commerce Commission has thus described a lashes:

“Rates on lumber were increased in 1903. The complaint was filed in 1907. Although the rates attacked were proved to be unreasonable at the time of the hearing, no evidence was offered to show them unreasonable prior to 1903. Held, on account of the lashes of complainant and the lack of proof, reparation could not be awarded on shipments made prior to the date of filing of the complaint.” (Thompson Lumber Co. v. I. C. R. R. Co., 13 I. C. C. 657, 667.) See *Grounds of Proof in Rate Cases*.

**lake-and-rail rates.** See **RATE**.

**land agents.** Employees of the carriers in charge of the department which deals with the sale of land and other property. See *Railway Organization and Management*.

**land-grant roads.** Lines which have been assisted by governmental authority by grants of land. See *Railway Regulation*.

**latent defects.** Defects which are not visible by external examination but which may appear when the article is put into use or which may develop without use. For example, in the making of steel rails certain defects occur which do not appear upon the closest examination, but which may eventually result in breakage. See *Ocean Traffic and Trade*.

**lateral allowances.** Allowances for some service performed by small transportation lines for trunk lines. For example, the N. Y. C. R. R. may make an allowance to some small connecting line for performing some limited transportation. See *Freight Rates—Official Classification Territory*.

**lateral lines.** See **LINES**.

**lawful or legal.** The principal distinction between the terms “lawful”

and "legal" is that the former contemplates the substance of law, the latter the form of law. To say of an act that it is "lawful" implies that it is authorized, sanctioned, or at any rate not forbidden, by law. To say that it is "legal" implies that it is done or performed in accordance with the forms and usages of law or in a technical manner. In this sense, "illegal" approaches the meaning of "invalid"; for example, a contract or will, executed without the required formalities, may be said to be invalid or illegal, but not unlawful. Again, rates may be filed with the Interstate Commerce Commission in accordance with section 6 of the Act to Regulate Commerce and therefore be the legal rates. They may, however, be unreasonable or unjustly discriminatory, thus violating certain other sections of the Act, as sections 1, 2, and 3, in which case they would be legal in that the form of the law had been complied with but unlawful in violating certain other sections of the Act. See *The Act to Regulate Commerce*.

**lay days.** In maritime law, the time allowed to the master of a vessel for loading and unloading the same. In the absence of any custom to the contrary, Sundays are to be computed in the calculation of lay days. The term is used also in connection with miscellaneous water carriers, such as scows and barges. See *Ocean Traffic and Trade*.

**lease.** A conveyance of property for life or years at will by one who has a greater interest in the property. The person conveying is called the landlord or lessor. The party to whom the conveyance is made is the tenant or lessee. A consideration is usually made, as in the payment of a rent. For example, in leasing a house, the owner and the tenant make an agreement by which the tenant is to occupy the house for a specified time for a specified amount of money. See *Railway Organization and Management*.

**legal rates.** See **RATE**.

**legal tender.** Lawful money which may be tendered in the payment of debts. Under the laws of the United States gold coin is full legal tender, while other coins are legal tender in varying amounts. See *Ocean Traffic and Trade*.

**legislative functions.** In the Act to Regulate Commerce and the laws of some of the states, the regulating body, such as the Inter-

state Commerce Commission, has been given a legislative power—that is, power which ordinarily rests in the law-making bodies. The Commission in prescribing rates for the future is acting in a legislative capacity. See *The Act to Regulate Commerce*.

**legislative power.** The power under the Constitution to make laws, and to alter and repeal them. See *The Act to Regulate Commerce*.

**lessee.** One to whom a lease is made.

**lessor.** One who grants a lease.

**letter of credit.** In a strict sense, a letter written by a banker or correspondent to another person requesting him to give the bearer credit (with or without limit as to amount). The term is used also in a somewhat more general sense for letters sent by bankers in one section of the world to bankers elsewhere, stating that it is their belief that certain customers may be allowed credit up to a specified amount. See *Ocean Traffic and Trade*.

**letter of transmittal.** A letter sent to the Interstate Commerce Commission with publications to be filed with that body. See *Publication and Filing of Tariffs*.

**liability.** Responsibility. The state of one who is bound by law and justice to do something which may be enforced by action. This liability may be specifically mentioned in a contract, such as a bill of lading or a live stock contract, or liability may be implied in connection with such contract or may arise from common and statutory laws of the state and nation. See *The Law of Carriers of Goods*.

**liability (common law).** Responsibility under common law.

**lien.** A hold or claim that one person has on the property of another as security for some debt or charge. See *CARRIER'S LIEN*.

**ligan.** Goods cast into the sea tied to a buoy or float so that they may be found again and identified by the owner. See *Ocean Traffic and Trade*.

**light and bulky articles.** Those articles which take up considerable room in a car or elsewhere as compared with their weight. For example, furniture as a rule is considered a light and bulky article. In maritime circles articles which do not weigh fifty-six pounds per cubic foot are generally taken as light and bulky



articles and charged for on a measurement basis. It should be noticed that the term "bulky" has an entirely different meaning from "bulk" freight. The latter term indicates that kind of freight which in a general way may be described as not included in packages. See *Freight Classification*.

**lighter.** Small vessels used in loading and unloading larger vessels or in moving freight from one point to another on some small body of water, particularly in a harbor. Lighters may move under their own power or may be towed from one place to another by power vessels.

**lighterage.** The moving of property by lighters.

**lighterage free.** In freight publications indicates that traffic will be lightered without additional charge within certain territorial limits. When the carrier making provisions for free lighterage performs the service, no payment for the lighterage is made by anyone. If the lighterage is performed by some other carrier than the one making provisions for free lighterage, charges of the lightering carrier will be absorbed by the party offering the free lighterage; that is, will be paid by that carrier. See *Bases for Freight Charges*.

**lighterage limits.** The limits within which freight will be transported by lighters; for example, the publications of the carriers make provisions that the freight will be lightered within certain prescribed limits around New York City. See *Bases for Freight Charges*.

**limitation of liability.** Provisions by which a party performing some service specifies that his responsibility shall be limited to certain risks or shall not exceed a given amount. For example, carriers may provide in their bills of lading or elsewhere that the liability will be based upon the invoice value or that the liability will not exceed \$10.00 per one hundred pounds. See *The Law of Carriers of Goods*.

**limited company.** One wherein the liability of one or more of the members is, by compliance with certain statutory provisions, limited to the amount of their contribution to the capital stock. This organization is peculiar to England and English colonial possessions and is indicated by the suffix Ltd. appearing after the firm's name. See *Railway Organization and Management*.

**line or lines.** A single transportation agency or a number of agencies united by ownership, traffic arrangements, or otherwise. See *Routing Freight Shipments*.

**affiliated.** Lines which are banded together by ownership, association, or agreement.

**belt.** A railroad in or adjacent to some municipality and often connecting such lines as serve the particular point. Often used of switching or terminal lines passing around the edge of a city.

**branch.** Lines radiating from the main or trunk line and related with it by ownership, as distinguished from tap lines, which do not belong to the owner of the trunk line.

**connecting.** Lines which have a physical connection with each other so as to permit the interchange of traffic without the necessity of transferring the contents of cars.

**family.** Lines which through stock ownership are controlled by or under a common management.

**independent.** Lines which are not controlled by other lines.

**industrial.** Lines which are operated or owned by some manufacturing or other industry. The principle function of the industrial line is to serve the industry owning it, although traffic may be handled for others along industrial lines.

**lateral.** Lines which radiate from a main or trunk line. They are to be distinguished from branch lines in that they are separately owned and controlled while a branch line is a part of the trunk line system.

**main.** The principal stem or line of a transportation company as distinguished from branch lines.

**member.** A transportation line which is a member of some association; for example, a railroad belonging to the Central Freight Association would be said to be a member line of that association.

**short line.** That line possessing the advantage of the shortest haul or mileage between two given points.

**tap.** Lines constructed for the delivery of the output of some industry, such as a lumber mill, to a trunk line.

**trunk line.** Originally employed to designate rail lines radiating

from the North Atlantic points to the so-called Western Termini points. The term is now used interchangeably with Main Line.

**lis pendens.** A pending suit. See *The Law of Carriers of Goods*.

**litigation.** A contest under the rules of the several courts authorized by law for the purpose of enforcing a right. See *The Law of Carriers of Goods*.

**live stock contract.** A contract with the carrier which a shipper of live stock is required to sign before transportation is undertaken because of the peculiar nature of live stock as a subject for transportation. The live stock contract serves the same purpose in connection with transportation of live stock as does the bill of lading in the transportation of ordinary traffic. See *The Bill of Lading*.

**Lloyd's.** An association of English underwriters of marine insurance for the collection and distribution of maritime intelligence and the protection of their common interests and credit. See *Ocean Traffic and Trade*.

**loading or unloading.** As a rule the shippers and receivers of freight are required to load and unload freight carried at carload rates. When the carrier performs this service it is entitled to make, and often does make, an extra charge in addition to the transportation charge. In special cases however, carriers include this service in the transportation rates. See *Freight Classification*.

**local custom.** One which is confined to a particular place or locality. See *The Law of Carriers of Goods*.

**log book.** The official diary which every master of a ship is required to keep. In this book the master enters the daily observations, calculations of the day's run, statements as to the weather prevailing, unusual occurrences, icebergs in certain latitudes, the rescue of the crew of a ship in distress, etc. See *Ocean Traffic and Trade*.

**long and short haul clause.** The fourth section of the Act to Regulate Commerce is familiarly known as the "Long and Short Haul Clause." The principal provision of this section is that the carriers may not charge more for a short haul than for a longer haul over the same route, subject to the limitation that the Interstate Commerce Commission may allow of violations of this sec-



tion of the Act when circumstances warrant. For example, suppose point A to be a point of origin, point B a point one hundred miles from point A, on a specified line of railroad, and point C a second point on the same line, two hundred miles from point A. Through the provisions of the long and short haul clause, it would be unlawful for the carriers to charge more to transport specified traffic from point A to point B than from point A to point C, unless the Interstate Commerce Commission gave the carrier permission to violate this section. A——B——C The long and short haul clause is very fully discussed in the treatises on *Freight Rates—Southern Territory* and on *Trans-Continental Rates*. See *The Act to Regulate Commerce*.

**loss, concealed.** See CONCEALED.

**luggage.** The English term for baggage. See *The Law of Carriers of Goods*.

## M

**mandamus.** A writ issued by courts of superior jurisdiction commanding that some specified thing be done. The order is generally issued against an individual as a public officer or as the officer of a corporation. For example, the United States Supreme Court might order the Interstate Commerce Commission to act on some matter that the Commission had previously refused to pass on. See *Procedure before the Interstate Commerce Commission*.

**mandate.** In a general sense, an order or command. Quite often used to indicate some formal order of a court or other official body. Used in this general sense, it may be said that an order of the Interstate Commerce Commission to the carriers to change a rate is a mandate. See *Procedure before the Interstate Commerce Commission*.

**manifest.** A written document setting forth the true description of the lading of a ship, car, or even a single package. The term sometimes signifies the bill of lading. See *Ocean Traffic and Trade*.

**manufacturing corporations.** Corporations which are engaged in the production of some article, thing, or object by skill or labor.

**map routing.** The routing of freight by the use of maps as distinguished from the routing of freight from a knowledge of geographical locations and transportation conditions. For example,

in studying maps it may be found that there is a route 500 miles in length, which is the shortest distance between two points, but a knowledge of transportation conditions may show that a route 700 miles in length would be better, all things considered. See *Routing Freight Shipments*.

**marine.** Belonging to the sea; relating to the sea; naval. The whole naval power of a state or country. See *Ocean Traffic and Trade*.

**marine insurance.** A contract of indemnity against losses by perils of the sea to ships, cargoes, and freights collectively, or any one of them. As in other insurance, there is a wide variation in the conditions of marine insurance policies, the rates to be paid, etc. See *Ocean Traffic and Trade*.

**maritime contracts.** Those which relate to business or navigation upon the sea or to business pertaining to commerce or navigation to be transacted and done upon the sea or in seaports in such matters as the courts of admiralty have jurisdiction over, concurrently with the courts of common law. Such contracts include charter parties; bills of lading; contracts for services in building, repairing, and navigating ships, respecting averages, etc. See *Ocean Traffic and Trade*.

**market competition.** In rate making, the competition of one market as against another market. For example, Chicago is in competition with a number of other cities in the handling of grain. Milwaukee, Boston, and St. Louis are in competition in the handling of leather. Competition of markets with other markets naturally develops into competition between carriers when different carriers are serving the various markets. See *Freight Rates—Southern Territory*.

**market value.** In many cases, the value of goods at destination after deducting unpaid cost of transportation. In various lines of business there are varying methods for determining the market value, particularly in the cases where there is a wide fluctuation in prices, as in the case of fruits and vegetables. See *Freight Claims*.

**marking.** As applied to the handling of freight, the labeling of shipments to indicate clearly the name of the consignee and the destination of the shipment and other particulars needed to show the carriers how shipments are to be handled. See *Freight Classification*.

**maximum rate.** See *RATE*.

**measurement freight.** That freight upon which charges are paid on the basis of linear or cubic measurement—in other words, the space occupied. In the handling of water-borne traffic, charges may be based either upon a measurement basis or upon a weight basis. Usually provision is made that charges will be assessed on whichever basis produces the higher charges. See *BULK FREIGHT*; also *Ocean Traffic and Trade*.

**measure of damages.** The rule, or rather the system of rules, governing the adjustment or the apportionment of damages to compensate for injury in actions at law. For example, in a case where a rate is found unreasonably high, the measure of damages may be the difference between the rate which has been paid and the rate which the Interstate Commerce Commission finds to be the reasonable rate, or it may be found that the measure of damages is greater or less than this difference. See *The Act to Regulate Commerce*; *Procedure before the Interstate Commerce Commission*; and *The Law of Carriers of Goods*.

**merchandise.** (1) All commodities which merchants usually buy or sell, whether at wholesale or retail; wares and commodities such as are ordinarily the objects of trade and commerce. But the term is never understood as including real estate and is rarely applied to provisions such as are purchased day by day or to such other articles as are required for immediate consumption. (2) In connection with the handling of freight, small lots of freight in packages as distinguished from carload lots and freight not contained in packages. See *Freight Classification*.

**mile.** A unit of distance which varies somewhat in different countries of the world. In the United States a mile is 1,760 yards, or 5,280 feet. In freight statistics, the mile is frequently used as a unit of comparison. The following are some of the most common units: See *Statistics of Freight Traffic*.

**caboose mile.** A unit representing the transportation of one caboose for the distance of one mile.

**car mile.** The transportation of one car for a distance of one mile. Car miles may be subdivided into passenger car miles if the cars are passenger cars and freight car miles if the cars are freight cars. Other distinctions are made as to whether the cars are loaded or empty.



**locomotive mile.** The movement of one locomotive for a distance of one mile.

**passenger mile.** The transportation of one passenger for the distance of one mile. Twenty passengers transported 200 miles would represent 4,000 passenger miles.

**ton mile.** The transportation of one ton of freight for one mile. If twenty tons of freight are transported twenty miles, the result is 400 ton miles.

**train mile.** The work involved in moving a train the distance of one mile. If the train runs over 100 miles of track, the service so performed is represented by the term "100 train miles." In addition to the train mile, a number of other mile units are created in connection with the movement of a train. For example, each mile covered by the train represents one locomotive mile on the part of the locomotive, one caboose mile on the part of the caboose, one freight car mile on the part of each freight car in the train. See *Statistics of Freight Traffic*.

**mileage.** (1) The miles of line or track in connection with a single railroad or a combination of railroads. (2) Compensation at so much per mile allowed to the owners of private car line equipment for the use of the equipment. (3) Sometimes used to indicate the distance a shipment moves. See *Statistics of Freight Traffic*.

**continuous mileage.** Unbroken rail mileage between two given points as contrasted with those routes a portion of the haul on which is made up of water line and a portion of rail line. See *Railway Accounting*.

**milling in transit.** See FACILITIES AND PRIVILEGES.

**minimum charge.** The least charge that a carrier will accept for the transportation of a carload of freight or of a single shipment. The minimum charge for the transportation of a carload is determined by the minimum weight. See MINIMUM WEIGHT. The minimum charge for the small shipment is generally definitely provided in tariffs, classifications, etc. It is quite common for the carriers to provide that in no case will the shipment be accepted for less than 25 cents, regardless of the charges that would accrue on the basis of the rate per hundred pounds. There are other

minimum charges, such as for articles which have to be transported on flat cars. See *Freight Classification*.

**minimum weight.** The lowest weight upon which freight charges can be paid in order to secure the benefit of carload rates on certain traffic. Minimum weights are specified in various publications of the carriers, such as tariffs and classifications. For example, suppose that a shipment actually weighs 18,000 pounds, while the tariff governing the movement of that particular shipment provides that carload rates will be accorded only upon a weight of 20,000 pounds. The specified weight of 20,000 pounds is known as the "minimum weight." While the minimum weight represents the lowest weight upon which charges *can be paid* in order to secure the benefit of the carload rate, the shipper can ordinarily pay charges upon the basis of 20,000 pounds at the carload rates, although the shipment actually weighed only 18,000 pounds. In such a case the shipment is billed "18,000 pounds as 20,000 pounds." There is generally a provision in tariffs, classifications, etc., that the charges on a less-than-carload basis must not exceed the charges that would accrue on the same shipment if billed on a carload basis, so that it is often necessary to figure charges on the carload and less-than-carload basis to determine which is the cheaper. See *Freight Classification*.

**Minnesota Rate Cases.** A term commonly applied to a case decided by the United States Supreme Court. (230 U. S. 352.) In this case the court passed upon a number of important points relative to intrastate regulation of carriers and also laid down some concrete suggestions as to factors to be considered in the adjustment of rates. See *Railway Regulation*.

**misdemeanor.** Any offense less than a felony; a crime of a lesser grade. See *The Act to Regulate Commerce*.

**mixed carloads.** Carload shipments which contain two or more different kinds or classes of articles. In a somewhat restricted sense reference is made to the matter of billing the shipments. If the provisions of the carriers allow the application of the carload rate only to a single commodity in a shipment consisting of several commodities, it is said that the mixing privilege is not allowed. On the other hand, if the carload rate can be applied to several commodities shipped in the same car at carload rates, the load is known as a mixed carload. See *Freight Classification*.

**mixed shipments.** Shipments containing articles that take more than one class in a classification or which take different rates. See *Freight Classification*.

**mixed trains.** Railroad trains which contain cars of more than one kind. The term is often applied to trains operating on small roads where both freight and passenger cars are handled in the same train. Mixed trains, however, may comprise freight, passenger, baggage, and mail and express cars. See *Statistics of Freight Traffic*.

**moot point.** A point or case unsettled and disputable, such as properly affords a topic of disputation. For example, if shippers believe certain rates are unreasonably high because of the carload minimum weight, the term "moot point" may be used as to the minimum. See *Procedure before the Interstate Commerce Commission*.

**Mullen test.** A test designed for determining the tensile strength of fibre boards, pulp boards, etc. The test is made by means of a machine especially constructed for the purpose. See *Freight Classification*.

## N

**natural differences.** In the adjustment of rates, the differences between localities or shippers due to the presence or absence of natural advantages or disadvantages such as waterways and mountains. Often used in contrast with the term "artificial differences," such as rate adjustments. See *Grounds of Proof in Rate Cases*.

**nature and propensity.** The varying qualities and habits of different kinds of live stock as taken into consideration in connection with their transportation. See *The Law of Carriers of Goods*.

**navigable.** Capable of being navigated: that may be navigated or passed over in ships or vessels. See *Ocean Traffic and Trade*.

**negligence.** Want of care. See *The Law of Carriers of Goods*.

**negligence, contributory.** When a person has by his own want of care contributed in bringing about a loss or accident to himself or his property, he cannot in many cases recover damages against the



defendant. Such remissness is known as "contributory negligence."

**negotiable instruments.** The general name for bills, notes, checks, transferable bonds or coupons, letters of credit, and other negotiable written securities. Any written securities which may be transferred by indorsement and delivery, or by delivery merely, so as to vest in the indorsee the legal title and thus enable him to sue thereon in his own name. See *The Bill of Lading*.

**negotiability.** In mercantile law, transferable quality. That quality of bills of exchange and promissory notes which renders them transferable from one person to another. See *The Bill of Lading*.

**nesting.** A method of loading buckets, tubs, etc., by which they are put one within the other to some extent. Nesting decreases the space occupied as compared with the space necessary if each of the articles had to be shipped separately. See *Freight Classification*.

**new road.** A railroad just completed and opened to the public for transportation. See *Conference Rulings of the Interstate Commerce Commission*.

**nominal damages.** A trifling sum awarded where a breach of duty or an infraction of the plaintiff's right is shown but where no serious loss is proved to have been sustained. In suits for libel the jury will sometimes award damages of one cent. See *The Law of Carriers of Goods*.

**notice to the public.** As applied to tariffs, the filing with the Interstate Commerce Commission of tariffs or other publications constitutes notice to the public. In connection with legal matters notice to the public may be by a number of specified methods, such as by a publication in newspaper. See *Publication and Filing of Tariffs*.

**not otherwise indexed by name.** Abbreviated N. O. I. B. N. As used in freight classification indicates the class of articles which may be indexed under a general head but not under a specified head, such as drugs N. O. I. B. N., under which yellow root would be included because it is not specifically named, but is properly classified as a drug. See *Freight Classification*.

**not otherwise specified.** Abbreviated N. O. S. In freight classifi-

cation, applied to a miscellaneous lot of articles under a general heading. For example a classification may specifically provide a rating for hog bristles followed by a provision for bristles N. O. S. In such a case the N. O. S. rating would be applied to any other kind of bristle than hog bristles. See *Freight Classification*.

O

**oath of entry.** One of the forms which has to be made out in connection with the importation of goods into the country. See *Ocean Traffic and Trade*.

**obsolescence.** The wasting or shrinkage in the value of an asset due to the development of the art. (The phrase *development of the art* means the manufacture or construction of similar articles with a greater degree of efficiency in performing the work required or in otherwise serving the purpose of ownership.)

A few examples may be cited:

(a) Development of electrical systems of transportation, making obsolete horse cars and cable systems of transportation.

(b) Development of four, six, eight, and twelve-cylinder gasoline engines for vehicles, making obsolete for this purpose one and two-cylinder gas engines.

(c) Development of air brake apparatus, making obsolete hand brake apparatus. See *Railway Accounting*.

**ocean lines.** Lines of steamers engaged in the transportation of property and persons on the various oceans of the world. See *Ocean Traffic and Trade*.

**open station.** A station at which there is an agent and to which goods may be consigned, freight charges to be collected. The term is often used in contrast with prepaid stations where there is no agent. See *Freight Classification*.

**operating ratio.** The relation that the expense of operating a railroad or other organization bears to the gross receipts. For example, if the cost of operating a certain road is 75 per cent of the revenue, the operating ratio is 75. See *Statistics of Freight Traffic*.

**opinions** (Interstate Commerce Commission). Expressions of opinion by the I. C. C. relative to existing or proposed rates, rules, or regulations.

**option.** In general, a power or right to choose. As used in connec-

tion with transportation, the right retained by the carrier to do or not to do something at his discretion, such as the assessing of charges on a weight or measurement basis. Also the right of the shipper to avail himself of different rates according to the liability involved. See *Ocean Traffic and Trade*.

**orders.** In general, a command, such as the orders given by a superintendent of a railroad. In business, the request to have specified goods shipped or to have services rendered. In connection with the work of interstate commerce an order is made after the Interstate Commerce Commission has investigated some rate, rule, or regulation and finds it desirable to make some change or to forbid the carriers to make some proposed change. See *The Act to Regulate Commerce*.

**organization.** The systematic union of individuals in a body whose officers, agents, and members work together for a common end. For example, in a railroad organization the work is apportioned among various departments which are equipped to handle efficiently the various branches of railroad work. The operating department handles the movement of trains, the accounting department deals with the receipt and expenditure of money, the traffic department makes rates, issues tariffs, secures business, etc. See *Railway Organization and Management*.

**original package.** A package prepared for transportation and remaining in the same condition as when it left the shipper; that is, unbroken and individual. A package of such form and size as is used by producers or shippers for the purpose of securing both convenience in handling and security in transportation. An unopened package. See *Freight Classification*.

**origin of traffic.** The point from which a shipment originally moved as distinguished from a rebilling or junction point. Also, in a broad sense, the origin of some kind of traffic as a whole. For example, it might be said that the origin of most of the traffic in anthracite coal is in the Pennsylvania coal fields. See *Statistics of Freight Traffic*.

**overcharge.** A charge in excess of what is lawfully or rightfully due. In connection with the transportation of freight, overcharges may be divided into two general classes: (1) rates that are collected in excess of definite tariff provisions; (2) those charges which are found to be too high after investigation by



some body, such as the Interstate Commerce Commission. See *Freight Claims*.

**overloading.** Placing more cargo aboard a ship or more property in a car than may safely be carried. As a rule freight cars may be loaded 10% in excess of their marked capacity. See *Freight Classification*.

**over short and damage reports.** Reports by carriers' agents indicating (1) the receipt of property which does not belong at their station, (2) the receipt of property for which there is no billing, (3) freight not received, and (4) freight received in a damaged condition. In short, a report made to the proper authorities to indicate irregularity in the receipt or delivery of freight. The customary abbreviation for this report is OS&D. On many roads the various exceptions to the billing, such as freight being over or short, are indicated on different forms.

**owner's risk.** In the transportation of some kinds of freight, the hazard is so great that the carriers refuse to assume the risk and oblige the owner to assume it in whole or in part. The goods are then said to be shipped at owner's risk. See *Freight Classification*.

## P

**package.** In traffic work, any container used to inclose and protect goods, such as a box, crate, barrel, cask, or firkin. See *Freight Classification*.

**package car.** Any car used for the accommodation of less-than-carload or package freight, as distinguished from cars containing full carload lots or freight not in packages. See *Freight Classification*.

**package freight.** Freight that is inclosed in some kind of package. The same commodity may be shipped in packages in one instance and without packages in another. For example, castings may be shipped in bags or boxes in one instance and in another without any container. See *Freight Classification*.

**Panama Canal Act.** An act passed in 1912 which made provisions relative to the operation of boats through the Panama Canal and also gave the Interstate Commerce Commission added authority over water lines and the establishment of through routes. See *The Act to Regulate Commerce*.

**parallel lines.** Transportation lines which run parallel to each other but, in the common use of the term, not necessarily immediately side by side. For instance, if two lines operate between the same points, even though at some distance from each other, they are often considered as parallel lines. See *Railway Organization and Management*.

**parcel post.** The handling through the mail of packages and parcels not exceeding certain weight and dimension requirements. See *The Express Service and Rates*.

**Parcel Post Act.** An act providing for the creation of the parcel post service in connection with the United States Post Office Department. See *The Act to Regulate Commerce*.

**parent company.** A company which organizes and controls other companies. See *Railway Organization and Management*.

**partial loss.** A loss which does not involve the destruction or loss of an entire shipment. For example, if a shipment consists of ten packages and one package is lost, it is said that there has been a partial loss. Again, where part of a shipment of perishable goods is delivered in decayed condition, it is said that there has been a partial loss of the shipment. See *Freight Claims*.

**participating carriers.** See CARRIER.

**particular average.** See AVERAGE.

**pass.** In connection with transportation authority for free transportation usually a written permission is issued by some official of a transportation line. Under the Act to Regulate Commerce the issuance of passes is forbidden except to specified classes of individuals mentioned in the Act. See *The Act to Regulate Commerce*.

**passenger traffic.** In the narrowest sense, the handling of passengers; more broadly, the handling of baggage, mail, express, and other matters handled on passenger trains. See *Statistics of Freight Traffic*.

**passport.** (1) An official document issued to a person by his own government, certifying to his citizenship and requesting foreign governments to grant him safe and free passage and all lawful aid and protection while within their jurisdiction. (2) A documentary permission given by a neutral state to the master of a

ship to proceed on his voyage. (3) An official permit granted in time of war to protect persons or property from general operation of hostilities; properly called a safe-conduct. See *Ocean Traffic and Trade*.

**peddler car.** A car on which the freight is paid to some final destination, but from which the contents of the car are distributed en route at various intermediate points. The peddler car is in quite common use for the distribution of meat and other products by the packers. As peddler car service is in reality the giving of less-than-carload service on carload freight, it can be accorded only when definitely provided for in the publications of the carriers. See *Bases for Freight Charges*.

**pen, stock.** An enclosure adjacent to the railway lines provided with inclines and other equipment for convenience in loading and unloading shipments of live stock. See *Bases for Freight Charges*.

**penalty car.** A car which has been away from the road owning it for so long a time that the owning carrier assesses charges in addition to the regular per diem charges made on cars away from their own roads. See *Demurrage and Car Efficiency*.

**percentages.** See DIVISION.

**percentage system.** The system of constructing rates used in Official Classification Territory; the construction of rates according to varying percentages of the New York-Chicago rates. See *Freight Rates—Official Classification Territory and Eastern Canada*.

**per diem charges.** A charge of so much per day levied by the carrier owning a car against the carrier on whose line the car may be. The charge is levied regardless of whether the car is empty or loaded. The per diem charge in this country has varied at different times from 20 to 50 cents per day. As an example, suppose that a car of the New York Central Railroad is on the lines of the Pennsylvania Railroad for five days—the New York Central Railroad will assess the agreed amount of per diem charges for each day that the car is on the Pennsylvania Railroad. See *Demurrage and Car Efficiency*.

**perils of the sea.** A term used very extensively in connection with water transportation and one of the principal exemptions from liability that apply in connection with water transportation. The



meaning of "perils of the sea" is discussed by *Hutchinson on Carriers* as follows:

"While perils of the sea have been said to refer to those accidents peculiar to navigation which are of an extraordinary character or which arise from some irresistible force or overwhelming power which cannot be guarded against by the ordinary exertions of human skill and prudence, such exceptions, are by no means synonymous with those of the act of God and of king's enemies. They have a more extensive significance and include many perils which, according to the construction which has been given to those words, would not come within the casualties which the agency of the man has concurred in producing, which as we have seen would preclude them for being treated as the acts of God. Thus, disasters from collisions where the carrier who claims exemption from liability from the loss thereby occasioned by reason of such an exemption in his contract is not at fault, are held to be embraced in the meaning of the term 'the dangers of navigation.' " See *Ocean Traffic and Trade*.

**perishable goods.** Goods which by their inherent nature depreciate in value and eventually become worthless. Fruits, vegetables, flowers, and ice are typical. See *The Law of Carriers of Goods*.

**per se.** A Latin phrase meaning *itself* or *of itself*. It is very often used to indicate that a certain fact is true in considering a certain matter by itself, without relationship to other matters. For example, to say that a rate is reasonable per se, is to indicate that the rate is reasonable so far as being fair to carriers and shippers from the standpoint of revenue received and paid, etc., is concerned. It is often true, however, that a rate may be reasonable per se but unjustly discriminatory—that is, not a reasonable rate when considered with other rates applying under the same conditions. A rate of 30 cents per hundred pounds might be said to be reasonable per se and yet be unjustly discriminatory because a rate of 25 cents per hundred pounds was assessed on some other traffic handled under the same circumstances. See *Grounds of Proof in Rate Cases*.

**petty average.** Formerly, such charges and reimbursements as, according to occurrences and the customs of every place, the master necessarily furnishes for the benefit of the ship and cargo, either at the place of loading or unloading or on the voyage; such as the hire of a pilot for conducting a vessel from one place

to another, towage, light money, anchorage, bridge toll, quarantine, and such like. See *Ocean Traffic and Trade*.

**physical connection.** A term indicating that two transportation lines are so connected that there can be an interchange of traffic by the moving of the vehicles from one line to the other, as in the case of two railroads which can switch cars from one line to the other. See *Railway Organization and Management*.

**physical valuation.** Strictly speaking, the valuation of the tracks, stations, cars, etc., of a railway or other property, without taking into consideration good will and other similar matters. As a matter of use, however, the term "physical valuation" is very often used to indicate that a valuation is being placed upon an entire property, including both the physical possessions and the other assets that may properly be considered in connection with a prosperous business. At the present time the Interstate Commerce Commission is engaged in putting a valuation on all the rail carriers of this country. While the term "physical valuation" is quite commonly used in connection with this work, it is the intention of the Commission eventually to value each property taking everything into consideration. See *The Act to Regulate Commerce*.

**pick-up service.** The collection from places of business or residences of property to be handled by a transportation company. In general, this service is confined to the express companies and is not rendered by those engaged in the transportation of freight. In some cases, freight carriers have made provisions by which freight will be picked up at the place of business and delivered to the transportation company or will be delivered to the consignee's place of business, via a dray or otherwise. See *The Express Service and Rates*.

**pilot.** (1) One who conducts a vessel into or out of a harbor, or where navigation is difficult or dangerous. (2) One who accompanies a locomotive engineer or other representative of one company, when conducting trains or cars over the lines of another company. The pilot on the locomotive is presumed to indicate to the engineer from the foreign line the nature of the road bed, signals, etc. See *Ocean Traffic and Trade*.

**pilotage.** Compensation for conducting a vessel into or out of port.

**pipe lines.** Lines of pipe connecting pumping stations with oil refineries, storage tanks, etc. Pipe lines through which oil or other commodities are moved from one station to another are common carriers under the Act to Regulate Commerce if the transportation is interstate. See *The Act to Regulate Commerce*.

**plaintiff.** The person who brings an action; the party who complains or sues in a personal action and is so named on the record. See *The Law of Carriers of Goods*.

**plant facilities.** See LINES, INDUSTRIAL.

**pleadings.** The system of rules and principles established in the common law, according to which the responsive allegations of litigating parties are framed with a view to preserving a technical propriety and to producing a proper issue. The name "a pleading" is also given to any one of the forms of written statement of accusation or defense presented by the parties alternately in an action at law. See *The Law of Carriers of Goods*.

**point.** A term used in a number of different senses in connection with traffic work; generally, however, indicating a single city, or town. The technical significance of various kinds of points used in traffic work is fully explained in the treatise on Freight Rates. The following are some of the more common:

**basing.** A point on which combination rates are based or constructed by employing the rate from the point of origin to the basing point and that from the basing point to destination.

**competitive.** The point at which competition of carriers is more or less directly felt as compared with a point where the competition of carriers is absent.

**common.** (1) A point served by two or more carriers. (2) A point taking the same rate or rates in common with those adjacent to it.

**junction.** Similar to the term *common point*, but differing therefrom in that the carriers serving a junction point have physical connection for the transfer of traffic, which is not necessarily the case with the common points.

**local.** A point served by a single transportation line. Used in contrast with competitive or common points.



**police power.** (1) The power of legislative bodies to pass laws regulating and restraining private rights and occupations for the general welfare and security. For example, the enactment of public health laws comes under the police power of the various governments. (2) As applied to carriers, the authority exercised by the carriers in connection with their own rules and regulations. For example, the carriers provide for the proper enforcement of their regulations relative to the application of milling in transit privileges. To prevent the abuse of these privileges the carriers appoint inspectors and require records to be kept so that they may definitely determine that transit matters are being properly handled. See *The Act to Regulate Commerce*.

**pooling.** In connection with transportation, the elimination of destructive competition by combination. The business or the earnings are divided among the carriers interested in the pool on some prearranged basis. Pooling is forbidden by the provisions of the Act to Regulate Commerce. See *The Act to Regulate Commerce*.

**port.** A harbor or place for taking in or discharging cargoes, especially one where customs are levied. See *Ocean Traffic and Trade*.

**port charges.** Charges for the handling of waterborne freight at ports. In such charges may be included pilotage, towage, dockage, etc. Port charges may be paid by the owners of the boat or by the party paying the freight charges. See *Ocean Traffic and Trade*.

**port differentials.** In adjusting the rates between inland points in the United States and the various ports in this country, such as New York, Philadelphia, and New Orleans, the carriers have adopted a method of establishing rates by which the rates to and from specified ports are amounts over or under the rates to and from other ports. To a considerable extent the rates applying between inland points and New York are taken as the basing rates and rates to and from other ports are constructed in relation to the New York rates. See *Freight Rates—Official Classification Territory and Eastern Canada*.

**ports of call.** Those ports at which a specified vessel or line of vessels makes regular calls. Sometimes used in comparison with

those ports where stops are made only on special occasions or where no stops are made. See *Ocean Traffic and Trade*.

**ports of entry.** In this country, indicates a port where there is a customhouse for the entry of goods. Neither in our own nor in any other country is a ship arriving from a far port permitted to land cargo at points on the coast, even at towns of importance or natural harbors that have not been officially designated as ports of entry. See *Ocean Traffic and Trade*.

**port toll.** See PORT CHARGES.

**post entry.** In maritime law, an entry made by a merchant in connection with imported goods, after the goods have been weighed, measured, or gauged, so as to take care of any discrepancies which arose in connection with the original entry, when the goods were first received. In many cases the importer cannot calculate exactly the duties which he is liable to pay and therefore makes an approximately correct entry which is afterwards corrected by the post entry. See *Ocean Traffic and Trade*.

**posting (of tariffs).** The placing on file at freight stations and at certain other designated points at which they apply, of tariffs and other publications of the carriers which are filed with the Interstate Commerce Commission and which are consequently the legal provisions as to the handling of the traffic they govern. See *Publication and Filing of Tariffs*.

**potential competition.** See COMPETITION, POTENTIAL.

**pound rates.** Charges on packages weighing less than one hundred pounds, assessed as proportions of the hundred-pound rate. For example, if the rate for one hundred pounds is 60 cents, the charge for fifty pounds will be 30 cents; that is, one-half the charge for one hundred pounds. The term "pound rate" is used in contrast with the term "graduated charge rates," where the charges are fixed in accordance with definite provisions in the tariffs. See *The Express Service and Rates*.

**power of attorney.** An instrument authorizing a person to act as agent or attorney of the person granting it. The authority which may be carried by such a document covers a very wide

range of subjects. In connection with the issuance of tariffs the power of attorney may be given by various lines to some carrier or agent to act for it in a more or less extended field. See *Publication and Filing of Tariffs*.

**precooling.** A system of refrigerating citrus fruits, such as oranges, that differs materially from what is known as standard refrigeration. There are two kinds of precooling: (1) Precooling by the shipper in a cold room. The process of extracting the heat from the fruit continues until, at the end of from twenty-four hours to forty-eight hours, all parts of the box have been reduced to a uniform temperature of 33 to 35 degrees fahrenheit. The box remains in this cold room at this temperature until it is to be loaded. When the car is ready, ice is placed in the bunkers of the refrigerator car and the fruit loaded. Under this plan no re-icing en route is involved. (2) The system of precooling, when practiced by the carrier, includes the placing of the refrigerator cars in a specially constructed cooling plant where a blast of cold air is driven through the cars for a specified period, after which the fruit is loaded. It is often objected to the plan of precooling practiced by the carriers, that as the fruits are warm when placed in the precooled car, injury is done to the fruit by the sudden application of cold air. The respective merits of precooling and refrigeration of citrus fruits are very extensively treated in the case of *Arlington Heights Fruit Exchange et al. v. Southern Pacific Company et al.* 20 I. C. C. 106-123.

**preferred stock.** See STOCK.

**premium.**

(1) The sum paid or agreed to be paid by the insured to the underwriter as a consideration for insurance. Generally a certain per cent on the amount insured.

(2) A bounty or bonus.

(3) A consideration given to invite a loan or a bargain.

(4) A consideration paid to the assignor by the assignee of a lease, or to the transferor by the transferee of shares of stock,

(5) An article given free with merchandise, such as soap.

**prepaid station.** One at which there is no agent and where all freight charges must be paid before delivery is made at that sta-



tion. An "open station" is a station where there is an agent. See *Freight Classification*.

**prepayment.** A sum paid in advance of transportation of freight. In many cases the regulations of the carrier require that such charges shall be paid before transportation is begun, because of the nature of the goods, because of the fact that destination is a prepaid station, or for other reasons. Also it is quite common for shippers to pay charges because the goods are sold to be delivered at destination without charges, or because of other arrangements between buyer and seller. It is generally the right of the carriers to demand prepayment of freight charges, and the fact that this right is often waived does not relieve the shipper from responsibility for charges. See *Freight Classification*.

**Prevention of Cruelty to Animals Act.** An act providing that live stock must not be confined in cars more than twenty-eight hours except in specified contingencies. (Commonly known as the "twenty-eight-hour law"). See *The Act to Regulate Commerce*.

**prima facie.** A Latin phrase, meaning at first sight, on the first appearance, on the face of it, so far as can be judged from certain disclosures, presumably. A prima facie case then is one that is established by sufficient evidence and can be overthrown only by strong evidence produced on the other side. See *Grounds of Proof in Rate Cases*.

**primage.** In mercantile law, a small compensation or allowance payable to the master and mariners of a ship or vessel. Payment is made to the former for the use of his cables and ropes to discharge the goods of the merchant; to the latter for lading and unlading in any port or haven. In modern practice this fee reverts to the vessel and ship owners, rather than to the master and crew. See *Ocean Traffic and Trade*.

**private car lines.** See CARS.

**private carrier.** See CARRIER.

**privileges.** See FACILITIES AND PRIVILEGES.

**procedure before the Interstate Commerce Commission.** The formalities that must be followed in presenting and handling matters before the Interstate Commerce Commission. See *Procedure before the Interstate Commerce Commission*; and *Grounds of Proof in Rate Cases*.

**pro number.** A contraction of progressive number. A serial number having a prefix or suffix appearing upon expense bills rendered by carriers by which the account and the particular shipment are identified. See *Railway Accounting*.

**pro rata.** Proportionately, according to a certain rate or proportion. For example, in the settlement of claims it may be said that the amount of damage is divided between the carriers pro rata; that is, the various carriers who handled the shipment divide the amount of damages among themselves in some agreed manner, as upon the basis of the revenue received, the miles transported, or some other provision. See *Freight Claims*.

**prorate.** As a verb, to divide earnings or liabilities. For example, the carriers may divide their earnings upon specified traffic in accordance with the provisions of what are known as division sheets. This division of earnings is known as "prorating."

**proximate cause.** The proximate cause is the basic cause of an action, one that necessarily sets the other causes in operation. See *The Law of Carriers of Goods*.

**publications.** In general, books, pamphlets, circulars, etc. As applied to freight traffic, the circulars, tariffs, billing instructions, guide books, territorial directories, classifications, exception sheets, etc., which in any way affect the handling of traffic. See *Publication and Filing of Tariffs*.

## Q

**quarantine.** In maritime law, the space of forty days or less during which the crew of a ship or vessel coming from a port or place infected or supposed to be infected with disease, are required to remain on board after their arrival before they can be permitted to land. The term is applied in modern usage to any isolation by law of infected persons or places. The same holds true with respect to the transportation of live stock by the carriers under orders from the Department of Agriculture. See *Ocean Traffic and Trade*.

**quay.** A wharf at which are loaded or landed goods; sometimes spelled "key." In its enlarged sense, the word "quay" means the whole space between the first row of houses of a city and the sea or river. See *Ocean Traffic and Trade*.

## R

**rack.** A fitting sometimes used in freight cars, particularly in refrigerator cars for holding dressed meats. See *Freight Classification*.

**railroad or railway.** The terms "railway" and "railroad" are similar in their meaning in this country. Note the following from *Black's Law Dictionary*: "A road or way on which iron or steel rails are laid for wheels to run on for the conveyance of heavy loads in cars or carriages propelled by steam or other motive power. The word 'railway' is of exactly equivalent import. Whether or not this term includes roads operated by horse-power, electricity, cable lines, etc., will generally depend upon the context of the statute in which it is found. The decisions on this point are at variance." See *Railway Regulation*.

**rate (transportation).** The unit used in charging for transportation services or services incidental thereto. Rates are assessed in accordance with a great variety of methods, such as on the basis of one hundred pounds, per ton, by the package, by the car according to space, etc. For the most part, rail transportation charges are assessed according to weight. Special services, such as switching, are often assessed upon the basis of so much per car. So far as water line transportation is concerned, the unit of charges is generally the space occupied; i. e., measurement basis. There are so many kinds of rates that it is not possible to define them all. The more important classes of rates are referred to and explained in the treatises on *Freight Rates, Official, Western, and Southern Territories*. The following, however, are those in most common use:

**advanced rates.** Rates which it is proposed to put into effect or which are actually in effect, which are higher than the rates that were applicable before. For example, if the rate on specified traffic January 1, 1916, was 50 cents per hundred pounds, while the rate previous to that date had been 40 cents, the new rate is known as an advanced rate.

**alternative rates.** When there are two or more rates that may be applied on some specified traffic, provision is often made that the rates which will produce the lowest charges will be used. For example, when class rates and commodity rates are included



in the same issue, provision may be made that either the class rate or the commodity rate, whichever is lower, will be used.

**any-quantity rates.** Rates which apply on specified traffic regardless of the quantity offered for shipment. In other words, an any-quantity rate is used in the place of both carload and less-than-carload rates.

**arbitrary rates.** Rates which are established independently of or without relation to other rates. The word "arbitrary," as used in this sense, indicates that the carriers have established rates which appear to them to be reasonable in themselves instead of taking into consideration the relationship that those rates bear to other rates. See ARBITRARIES.

**basing rate.** A rate applying from point of origin to some specified point which when added to the rate from the specified point to the point of final destination furnishes the through rate from point of origin to final destination. In the diagram herewith suppose point A to be the point of origin, and point B a point part way between the point of origin and final destination, which is indicated by the letter C. A rate of 45 cents applying from A to B, added to the rate of 30 cents applying from B to C, would give a rate through of 75 cents. The point on which the rate makes is designated the "basing point."

A	B	C
45c	30c	75c

**berth rates.** In ocean transportation, rates charged by regular steamship lines on general cargo offerings as contrasted with rates paid on full cargoes and rates assessed by chartered vessels. See *Ocean Traffic and Trade*.

**blanket rates.** Rates applying over large areas of country as in the adjustment of transcontinental rates. See GROUPED RATES; also *Transcontinental Rates*.

**block rates.** In express business, rates applying between sections of the country which have been divided into blocks in the assessing of transportation charges. See *The Express Service and Rates*. In a general way the term may be applied to freight schedules where rates are based on distance, as the rates apply for blocks of distance.

**cargo rates.** Rates applicable on consignments which take up all the freight-carrying space in a vessel.

**carload rates.** Rates applicable in connection with carload quantities of freight or shipments upon which charges are paid on the carload basis. See *Freight Classification*.

**class rates.** Rates applicable in connection with the scale of class divisions of a specified classification. For example, the Official Classification uses Classes 1 to 6 inclusive. A tariff which contains rates applicable in connection with the classes used in the Official Classification is known as a "class tariff." A classification and class tariff are dependent upon each other in that a classification shows only the classes to which articles are assigned without giving any rate, and the class tariff shows only the rate applicable in connection with specified classes, but not the commodities in connection with which rates will apply. See *Freight Classification*.

**combination rate.** A rate composed of two or more rates which are added together to produce a through rate. A combination rate differs from a joint through rate in that the joint through rate is a single rate applicable from point of origin to final destination.

**commodity rates.** Rates applicable on specified articles or commodities as indicated in the various publications of the carriers. A commodity rate differs from a class rate in that the commodity rate applies in connection with specified commodities, the class rate in connection with classes appearing in a specified classification. See *Freight Classification*.

**comparative rates.** In securing a readjustment of rates by the carriers or by regulating bodies, it is the custom to compare the rates which it is desired to have readjusted with rates applying under similar circumstances, a number of factors being considered, such as the length of the haul, the density of traffic, and other considerations. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**differential rates.** Rates which are constructed by adding to or subtracting specified amounts from other rates. See **DIFFERENTIAL**.

**distance rates.** Rates which are based upon distance. Distance rates increase with the distance that a shipment travels but not

in proportion to distance. For example, if the first-class rate for 50 miles is 20 cents, the rate for 100 miles is not ordinarily 40 cents (that is, double the rate for 50 miles) but, might be 30 cents.

**experimental rates.** Rates which are established with a view to determining what is a proper rate for use in connection with some specified traffic. Actual experience may develop that such rates are so high as to prevent the movement of traffic or so low as not to provide proper remuneration for the carriers.

**flat rate.** One which is the same to all, on all traffic offered.

**graded rates.** Rates which are so increased or decreased as to preserve the advantage of location to one point as contrasted with some other point.

**group rates.** Quite often used in place of blanket rates but properly including comparatively small areas of closely related points. For example, all of a certain territory immediately adjacent to New York City may take the same rate as New York, in which case the points may be known as the "New York group."

**increased rates.** See **ADVANCED CHARGES.**

**interline rates.** See **JOINT RATES.** (Usually applied to fast freight lines.)

**intermediate rates.** Rates which added together go to make up the total rate between specified points. In this sense, the term "intermediate" may often be used in the same way as the sum of the local rates. However, the term "local rate" in its correct sense indicates the rates applicable over single lines of railroads, while the rates which are added together to make through rates may often in themselves be through rates or other classes of rates, not correctly described as local rates. It was to provide against a limitation of the provision that a through rate between two points must not exceed the sum of rates applying between the two points that the word intermediate was used in the Act to Regulate Commerce. See *The Act to Regulate Commerce.*

**interstate rates.** Rates which apply on traffic moving between different states. Interstate traffic under the provisions of the



**Act to Regulate Commerce** includes that traffic which moves from one point in a state to another point in the same state and which passes out of the state while enroute between the two points. See *The Act to Regulate Commerce*.

**intrastate rates.** Rates applicable on intrastate traffic; that is, on traffic moving entirely within a state and not passing out of that state at any point.

**joint rates.** Rates applicable between points located on different railroads.

**lake-and-rail rates.** Those applicable over routes including rail lines and lake lines.

**legal or lawful rates.** Those rates which are established under federal or state regulating bodies and which cannot be changed except under prescribed regulations. A distinction between lawful rates and legal rates is sometimes made, as indicated under **LEGAL**.

**less-than-carload rates.** Rates which are confined in their application to small lots of freight or in cases where carload or any-quantity rates are not applied.

**local rates.** Rates applicable over or between points on a single railroad. The term "local rates" is often used in contrast with "joint rates," which are rates applying over two or more railroads.

**maximum rate.** The highest rate that may be charged by law or agreement, or is warranted by transportation conditions. For example, it is often provided that rates between specified points shall be constructed in a certain way subject to the provision that they shall in no case exceed specified rates.

**mileage rates.** See **RATES, DISTANCE**.

**minimum rate.** The lowest rate that can be assessed under an agreement, tariff provision, etc.

**"missionary" rates.** Rates which the carriers put into effect to encourage the development of traffic in the new territory or upon traffic which has not previously moved. Similar to experimental rates.

**paper rates.** Rates on which there is little or no movement of

**traffic.** Such rates are of practically no value for comparative purposes in rate adjustment cases. For example, if a rate on coal is compared with another rate on coal and it is shown that there is no coal moving on the latter rate, the comparison is of no value. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**party rate.** In connection with passenger traffic, a rate accorded to a number of people traveling in one party.

**past rates.** Rates in effect previous to some specified time. In rate cases stress is often laid upon the fact that rates in the past have been higher or lower than the present rates.

**penalty rates.** Rates higher than the regular local rates. These rates are assessed with the understanding that if the carrier bringing a shipment to a specified point is given the haul from that point to some other point, a refund of the difference between the penalty and the regular local rate will be made. If this condition is not complied with, the very extraordinary situation of a rate higher than the regular local rate exists. This class of rates is not now in use to any extent.

**postage stamp rate.** A rate which is uniform throughout an extensive specified territory. So called from its resemblance to postal charges.

**proportional rates.** Rates which as the name implies are proportions of through rates, the proportions being published as specific rates to be used as factors in conjunction with other proportional or local rates in arriving at through rates from point of origin to point of destination. The proportional is invariably less than the local rate applying between the same points.

**reasonable rate.** One that reimburses the carrier for the actual cost of transporting the traffic and allows a fair profit. In some cases it is possible to determine these facts with a fair degree of accuracy in connection with traffic which constitutes a large part of the business handled by a specified carrier. So far as less-than-carload traffic is concerned, or most carload traffic, the determination of reasonable rates is in reality often a matter of comparison with other rates rather than a definite determination of the reasonableness of the rates themselves. See *The Act to Regulate Commerce; Railway Regulation; and Grounds of Proof in Rate Cases*.

**reduced rates.** Rates which are lower than they were before a specified time. For example, if a rate of 15 cents per hundred is now applicable between two points while the rate between the same points was previously higher, it is said that a reduced rate is in effect.

**relative rates.** Rates regarded in relation to other rates rather than to the reasonableness of the rates themselves. For example, complaint is often made that specified rates do not bear the proper relationship to other rates. If there is a rate of 20 cents applicable on the traffic between points A and B and a rate of 18 cents applicable on the same traffic between points C and D, complaint may be made that the relationship of the 20-cent rate to the 18-cent rate is unjust to certain interests.

**released rates.** Rates which are applicable in connection with some limitation of liability. For example, provision may be made that a rate of 20 cents per hundred pounds will apply on a specified commodity provided the shipper agrees with the carrier that in the event of loss or damage claim will not be made for more than 10 cents per hundred pounds. The majority of freight rates are released rates in that their availability is contingent on the use of the Uniform Bill of Lading.

**reshipping rates.** In substance, the same as proportional rates, since they apply on traffic originating beyond a second shipping point and destined to some other point. These rates are frequently applied to grain and such products which have been stopped in transit for elevation or milling. They are provided to equalize the rates from various points of origin to final destination. As an example, suppose the local rates from point A, a grain producing center, to point B, a transit center, to be 8 cents per hundred pounds. It may be provided that a rate of 6 cents per hundred will be applied to the shipment for final delivery to point C.

**scaled rates.** Rates which are made in conformity with some distance or mileage scale provided by the carriers or by some regulating body.

**special rates.** Rates designed to cover extraordinary transportation movements, such as circuses. Such rates must of course meet all legal requirements.

**standard rates.** Rates in effect via so-called standard lines as



compared with rates applicable via differential lines. To illustrate, the all-rail lines between New York City and Chicago, such as the New York Central Railroad, are known as the "standard lines," while routes such as the ocean-and-rail lines via Virginia Ports and rail-and-lake routes via Buffalo and the Great Lakes are known as "differential lines."

**through rate.** A single rate or combination of rates of various kinds, which furnish the total rate applicable between a specified point of origin and a destination. The term "through rate" is quite often used as indicating that a single rate applies from the point of origin to destination, but the through rate in reality is the entire rate necessary to move the shipment from point of origin to destination whether it is stated as a single rate or whether it is found by adding together two or more rates.

**zone rates.** Similar to blanket rates, but the term is more commonly applied to the adjustment of express rates. See *The Express Service and Rates*.

**rate bases.** Formulas and rules under which rates are constructed.

**rate breaking points.** The point or points on which rates are made or where the rate is divided. The term is often used as synonymous with basing points.

**rate of exchange.** The relation between the monetary systems of two countries. It is usually stated by giving the value of the unit of one system in the money of the other. Thus, the value of the English pound in American money at any particular time is given as the current rate of exchange between the two countries. See *Ocean Traffic and Trade*.

**rating.** (1) In maritime circles, the order or class of a vessel according to its carrying capacity and construction. (2) In freight traffic, the necessary procedure in determining the proper rate to apply upon a shipment, such as reference to the classification or tariff. See *Ocean Traffic and Trade*.

**reasonable care.** In connection with the transportation of freight such care and diligence as an ordinarily prudent man would exercise under the same circumstances. It is synonymous with ordinary care. (34 Wis. 318; 79 Ga. 44.) See *The Law of Carriers of Goods*.

**reasonableness of rates.** See REASONABLE RATES.

**rebate.** In mercantile and commercial transactions includes such matters as discount. In connection with the transportation of passengers or property it signifies a reduction from the published rate. While rebate in its strictest sense indicates the returning of a proportion of transportation charges that have been paid to the carrier, the term in its broadest sense is made to include a number of devices by which less than the published rate is paid. See *The Act to Regulate Commerce*.

**rebilling.** In freight traffic, the issuing of a new waybill prepared at a junction point when a shipment has already been waybilled by some carrier which has handled the shipment up to the junction point. For example, if railroad A transports a shipment from New York City to Buffalo and there delivers it to railroad B for transportation to Chicago, road B makes out a new waybill to cover the movement from Buffalo to final destination at Chicago. See *Bases for Freight Charges*.

**rebutting evidence.** Evidence given by a party in an action to explain or disprove facts given in evidence by the other side.

**receipt of freight.** The necessary procedure to meet the requirements of a legal delivery of the freight to the carrier who is to transport it or the delivery by the carrier. See *The Law of Carriers of Goods*.

**receiver.** A person appointed, usually by an order of court, to receive the rents and profits of property, where it is desirable that these should come into the hands of a responsible and impartial person; e. g., in actions for dissolution of partnership, and in foreclosure of railroad mortgages. When appointed by the court, he is its officer and is required, as a rule, to give security for the due performance of his duties, and is responsible for good faith and reasonable diligence. A receiver is most commonly known to the general public in connection with bankruptcy proceedings, where he is appointed by the court to administer the affairs of the property until the property is again solvent. See *Publication and Filing of Tariffs*.

**receiver's certificate.** A certificate of indebtedness issued by a receiver as surety for money borrowed to carry on a receivership.

**reciprocal contract.** A contract, the parties to which enter into

mutual engagement. Examples of mutual contracts are cases where partners in a partnership are on an equal basis, and cases where sales are made so that each party to the sale is equally benefited.

**reciprocal switching arrangements.** Arrangements among carriers by which incoming and outgoing carload freight is switched under established switching charges. As a rule, the switching charges under this arrangement are absorbed by the carrier having the line haul; that is, the carrier which performs the regular transportation service. See *Bases for Freight Charges*.

**recital in contract.** The preliminary statement of facts explanatory of the purpose for which the contract is made or the reasons which lead to its execution. See *The Bill of Lading*.

**reconsignments.** In its most accurate sense, a change in name of consignee or destination of a shipment. In the absence of a specific description of a reconsignment, however, it may include other changes, such as a change in routing. This latter change is generally known as "diversion." The term reconsignment is often specifically defined in publications of the carriers, in which case the provisions governing must be used. See *Some Ways of Reducing Freight Charges*.

**refrigeration.** The provisions for protecting perishable goods against heat or cold, as by the use of ice. See *PRECOOLING*.

**refund.** The amount returned to the shipper or consignee on account of excessive charges collected in connection with the movement of passengers or property. See *Freight Claims*.

**registration of vessels.** Certificates of registration for vessels, after inspection, measurement, etc., have been made and after such other preliminary conditions as may be required by the laws of the country have been complied with, may, in a sense, be likened to citizenship papers. See *Ocean Traffic and Trade*.

**regulation.** The supervision of the affairs of the carriers and other public service exercised by federal and state commissions. See *The Act to Regulate Commerce* and *Railway Regulation*.

**rehearing.** In law, the second trial of a cause after judgment has been pronounced. In procedure before the Interstate Commerce Commission, the Commission will give any party interested in



any proceedings before it an opportunity to be heard again if it is felt that justice requires the matter to be reopened. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**released valuation.** A specific statement from the shipper or his agent that the value of a specified consignment does not exceed a certain amount or that the shipper will not hold the carrier liable beyond a certain amount. The release is given in return for the assessing of lower charges than would be assessed if the release were not given. See *The Law of Carriers of Goods and Freight Classification*.

**relief from the Fourth Section of the Act.** The Fourth Section of the Act to Regulate Commerce forbids the assessing of freight charges for a short haul greater than are made for a longer haul when the short haul is included in the long haul, and it also makes other provisions. Authority is given the Interstate Commerce Commission to allow certain violations of this section in cases where the Commission believes such violations to be justified. The permission given under this authority is known as "relief from the Fourth Section." See LONG AND SHORT HAUL CLAUSE. See *The Act to Regulate Commerce*.

**remote damage.** Damage said to be too remote to be actionable, when it is not the logical or natural consequence of the act complained of. See *The Law of Carriers of Goods*.

**rental.** As used in connection with private cars, the amount that is paid by the carriers or others for the use of private cars, such as refrigerator and stock cars. See *Bases for Freight Charges*.

**reparation.** In its broad sense, the redress of an injury or amends for some wrong which has been inflicted. For example, if the Interstate Commerce Commission finds that the rate which the carriers have collected is unreasonably high, it may determine what is a reasonable rate and award reparation for the difference between the reasonable rate and the rate which has been found unreasonable. See *Procedure before the Interstate Commerce Commission; Grounds of Proof in Rate Cases; Conference Rulings*.

**replevin.** A form of action taken to recover possession of goods which have been unlawfully taken from the party complaining. For example, a replevin or replevin writ may be issued to secure possession of property in the possession of the carrier on which

some other person than the shipper has a claim. See *The Law of Carriers of Goods*.

**res judicata.** A point already judicially decided. The phrase is very often used in legal work to signify that a matter in question has already been passed upon by some competent body. See *The Law of Carriers of Goods*.

**respondentia.** The loan of money on a maritime interest on goods laden on a vessel with the understanding that if the goods are lost the money shall not be repaid. Respondentia differs from bottomry in that only the goods are involved instead of the goods and vessel. See *Ocean Traffic and Trade*.

**restraint of trade.** Contracts or combinations in restraint of trade are such as tend or are designed to eliminate or stifle competition, produce a monopoly, unnaturally maintain prices, or in other ways hamper the course of trade and commerce as it would be carried on if left to the control of natural and economic forces. The Sherman Anti-Trust Law and other legislation has been provided to prevent illegal restraint of trade. See *The Act to Regulate Commerce*.

**retroactive.** A word of Latin origin meaning working back—affecting what is past. Commonly used in legal and traffic matters to signify the application of law, tariff provisions, or other matters to the time before the law or other provision became effective. For example, if a change in regulation for handling certain traffic became effective January 1, 1916, and an attempt is made to apply those regulations to traffic which moved in December of 1915, it is said that an attempt is being made to give the tariff a retroactive application. See *Publication and Filing of Tariffs*.

**return cargo (or return load).** A term used to signify the load which is received for a boat or a car upon its return trip after it has moved under load to or from a specified point. For example, if a boat moves under load to some port in South America and there secures a load of revenue freight for the boat on the return trip, it is said to have a return cargo. In connection with rail transportation, the carriers often make special rates and regulations in order to encourage the development of traffic that will move in the opposite direction to that in which the loaded traffic is already moving. See *Ocean Traffic and Trade*.

## S

**Safety Appliance Act.** An act providing that railroads must provide their equipment with safety appliances, such as automatic couplers, air brakes, etc. See *The Act to Regulate Commerce*.

**salvage.** In maritime law, compensation allowed to persons by whose assistance a ship or its cargo has been saved (in whole or in part) from impending danger or recovered from actual loss in cases of shipwreck, derelict, or recapture. See *Ocean Traffic and Trade*.

**salvage charges.** This term includes all the expense and costs incurred in the work of saving and preserving property which is in danger. See *Ocean Traffic and Trade*.

**salvage loss.** In the language of maritime underwriters, the difference between the amount of salvage, after deducting the charges, and the original value of the property insured. See *Ocean Traffic and Trade*.

**scale.** In transportation work an instrument for weighing property or persons. The following are the principal types of scales used in handling freight: See *Bases for Freight Charges*.

**platform scale.** A scale on an elevated platform on which property can be placed directly from the tail gate of wagons or trucks.

**track scale.** A scale connected directly with railroad tracks so that loaded or empty cars may be weighed by being passed over a certain portion of track connected with the scales.

**wagon scale.** A scale designed and placed for the weighing of loaded or empty wagons or trucks.

**scale of rates.** A number of rates which are adjusted or scaled with relation to each other. See *Freight Rates—Official Classification Territory*.

**scale records.** Records indicating the results of weighing property or vehicles, such as gross weight, tare weight, net weight. See *Bases for Freight Charges*.

**scalper.** A person who buys and sells unused railroad tickets or parts of them. See *The Act to Regulate Commerce*.



**schedule.** (1) A printed list, such as a tariff or classification. (2) The time used in connection with some specified movement of freight or passengers, or the times of arrival and departure of trains, etc. For example, if the time allotted to a movement between two points is two hours, it is said that there is a two-hour schedule or that the scheduled time is two hours. (3) The time at which trains, boats, or other vehicles are due to arrive at or depart from some specified point. It is said, if a train is due to leave a certain point at 7:30 P. M., that it is scheduled to leave at that time. See *Publication and Filing of Tariffs*.

**seal.** (1) An impression upon wax, paper, or other substance, in order to authenticate the document to which it is attached. (2) A metal die or other instrument with which the impression is made. (3) In connection with freight traffic, a piece of tin, wire, or other material used to fasten doors, windows, or other openings in a car so that they cannot be opened without breaking the seal. The most common form of car seal is operated by fastening the two ends of a piece of metal together with a piece of soft lead which is flattened by a sealing press carrying some specified letter, symbol, etc., so that it can be determined at what point the seal was affixed. There are other types of car seals which do not require the use of sealing presses, as in cases where the two ends when brought together automatically fasten themselves, so that it will be necessary to break the seal in order to unfasten the door or window. See *Investigation of Freight Claims*.

**seal press.** See SEAL.

**seal record.** The record of the car seals on a car or number of cars. Seal records contain such information as the kind of seals used, identifying marks, and the condition of the seal. As an example of the use of seal records it may be found in one case that there was no seal on one of the side doors of a car; in a second case, that there was no identifying mark on the seal to show at what point the car had been sealed; in a third case, that the seal gave indications of having been tampered with. See *Investigation of Freight Claims*.

**seals intact.** Having seals at junctions or delivering points in the condition in which they were when leaving the point where the seal was attached. In the handling of claims, the responsibility of carriers or others for claims often hinges upon the condition

of the seal at some specified point. See *Investigation of Freight Claims*.

**seaworthiness.** The sufficiency of a vessel in material, construction, equipment, officer's outfit, etc., for the voyage or service in which it is employed. It is an implied condition of all policies of marine insurance, unless otherwise expressly stipulated, that the vessel shall be seaworthy. See *Ocean Traffic and Trade*.

**seizure.** The act of taking possession of property for a violation of a public law or by virtue of an execution. In connection with the transportation of property, the phrase "seizure under legal process" or similar phrase may be used to indicate that property is removed from the jurisdiction of the carriers by some legal process, such as an order of court. See *The Law of Carriers of Goods*.

**serial numbers.** Numbers which follow each other in consecutive order; often applied to the numbers given to publications of the carriers, such as tariffs. See *Publication and Filing of Tariffs*.

**series.** A succession of tariffs consecutively numbered by the carriers for convenience, the numbers being printed on the tariffs with the proper designation before or after each. For example, if a tariff issued by an agent is designated as Tariff No. 50, when the tariff is reissued it may be known as Tariff No. 50-A, which in turn will be superseded by Tariff No. 50-B, etc. It should be understood that the number used in this way in connection with the tariff is entirely distinct from the numbering of the publications for the Interstate Commerce Commission or other regulating body. The distinction may be illustrated as follows: when Tariff No. 50-A is reissued to supersede Tariff No. 50, the next consecutive I. C. C. number must be used for the Interstate Commerce Commission's Records, the series number having no official standing with the Commission. If Tariff No. 50 was designated as I. C. C. 1500, it may be that Tariff No. 50-A will be number I. C. C. 1600, the numbers between 1500 and 1600 having been used on publications filed with the Commission between the filing of Tariffs No. 50 and No. 50-A. See *Publication and Filing of Tariffs*.

**set-up** (abbreviated S. U.). A term used commonly in connection with publications of the carriers indicating that articles, such as machines, are tendered for shipment substantially the form in

which they are when in actual use. The term "set-up" is used in contrast with the term "knocked down," which signifies that some steps have been taken to take the machine or other article to pieces or to remove pulleys, etc., to decrease its bulk or minimize risks. See **KNOCKED DOWN**. See *Freight Classification*.

**shifting.** The movement of the contents of vessels or other vehicles from the original position. For example, a ship may be loaded so that the load is in the middle of the boat, but in case of unexpected shock to the vessel, such as collision, the load may move to one side or the other, thus causing the boat to lean over to that side. See *Investigation of Freight Claims*.

**ship.** A vessel of any kind employed in navigation. See *Ocean Traffic and Trade*.

**ship chandlery.** Everything needed to furnish and equip a vessel so as to render her seaworthy for an intended voyage. See *Ocean Traffic and Trade*.

**shipmaster.** A captain or other officer in charge of a ship who controls and manages the ship and cargo and represents the owners for certain purposes. See *Ocean Traffic and Trade*.

**shipper.** (1) The owner of goods who delivers them to a common carrier for transportation.

(2) An employee who has charge of the shipping of goods, particularly the part of the shipping which involves the physical labor in connection with shipping work (commonly called a "shipping clerk"). See *The Law of Carriers of Goods*.

**shipper's load and count.** The contents of a car, including number of packages, condition, etc., as reported by the shipper who loaded the car but not definitely known to the carrier. Carriers often stamp bills of lading and other contracts of shipments "Shippers Load and Count" as a precaution to relieve themselves of responsibility for the contents of the car being as indicated in the shipping papers. This term is abbreviated S. L. & C. See *The Law of Carriers of Goods*.

**shipping clerk.** See **SHIPPER**.

**shipping directions.** The instructions given by a shipper to the carrier, such as name of the party to whom the shipment is to be delivered, where it is to be delivered, by what route shipped, and



any other information necessary to enable the carrier to make delivery of shipment in accordance with the shipper's wishes. See *The Bill of Lading*.

**ship's husband.** In maritime law, a person appointed by the several part-owners of a ship, and usually one of their number, to manage the concerns of the ship for the common benefit. See *Ocean Traffic and Trade*.

**ship's papers.** The papers which must be carried by a vessel on a voyage, in order to furnish evidence of her national character, of the nature and destination of the cargo, and of the compliance with the navigation laws. Ship's papers are of two sorts: (1) Those required by the law of a particular country, such as the certificate of registry, license, charter-party, bills of lading, etc. (2) Those papers required by the law of nations to be on board neutral ships, to vindicate their title to that character and such as passport, sea-brief or sea-letter, proofs of property, and the muster-roll. See *Ocean Traffic and Trade*.

**ship subsidy.** A bounty given by the government to the owners of vessels or the builders of them. The subsidy may be given in a variety of ways—by payment for carrying the mails, by the construction of ships, by the elimination of duties on materials intended for ship building, or in other ways. See *Ocean Traffic and Trade*.

**shortage.** (1) As applied to equipment, a lack of sufficient amount of equipment to meet the needs of traffic offered. (2) As applied to freight, the same as short delivery. See *Freight Claims*.

**short delivery.** Delivery of less than the amount of freight delivered to the carrier or less than the amount billed. For example, if ten packages of freight are delivered to the carrier and only eight are delivered by the carrier, it is said that there has been a short delivery. See *Freight Claims*.

**Shreveport Case.** This case was decided by the United States Supreme Court in *Houston v. U. S.*, 234 U. S. 342 and is often cited because it was held that the Interstate Commerce Commission was correct in deciding that intrastate rates might not be used as a reason for unjust discrimination against interstate traffic moving under similar conditions. See *Railway Regulation* and *The Act to Regulate Commerce*.

**shrinkage in transit.** Loss in weight in transit due generally to the nature of the goods or other causes. For example, live stock loses weight in transit on account of the animals being on their feet without food and water, and the nervous condition created thereby. See *Freight Claims*.

**sidetrack.** A spur or auxiliary track as distinguished from main line track.

**sinking fund.** The aggregate of sums of money set apart and invested, usually at fixed intervals, for the extinguishment of the debt of a government or corporation by the accumulation of interest. See *Railway Accounting*.

**snow sheds.** Structures employed by the carriers in mountainous regions to prevent their tracks from becoming buried by a fall of snow by slides. See *Railway Organization and Management*.

**special damages.** In general, those damages awarded for any peculiar injuries sustained by the party complaining beyond the general damages presumed by law. In connection with freight claims, special damages may be defined as damages not within the contemplation of the parties when the contract covering the shipment was made. For example, a shipper of grain has an opportunity to sell grain in another town at an advance of 10 cents over the published market price if it is delivered on a certain day. He makes the shipment without informing the carrier of the special circumstances. The car is delayed and the shipper loses his 10 cents' profit by reason thereof, although there has been no decline in the published price. See *The Law of Carriers of Goods*.

**special services.** See FACILITIES AND SERVICES.

**spotting (of cars).** The placing of cars at some desired point. The term generally includes the placing of cars not only at a general location but at a specific part of that location. For example, in placing cars at a freight house for loading or unloading it is necessary to place them not only on a specified side track but at a certain point on that track so that they will be directly opposite a particular door-way, platform, or other car. See *Bases for Freight Charges*.

**staking.** See FACILITIES AND PRIVILEGES.

**statement of claim.** A brief synopsis of the character and description of the shipment upon which a claim is made, together with the loss entailed. See *Freight Claims*.

**state regulation.** See REGULATION.

**station.** The place at which a carrier conducts the business of receiving and delivering persons and property. See *Investigation of Freight Claims*.

**station or station facilities.** Facilities for handling freight or passenger traffic which exist at a specified station. For example, a dock where vessels may load or unload to or from freight cars, or have a crane for handling especially heavy freight. See *Bases for Freight Charges*.

**statute of limitations.** A law fixing a certain period within which an action must be brought after the cause of action accrues, or the claimant will lose his right to enforce it by law. For example, the Act to Regulate Commerce provides that certain claims over which the Interstate Commerce Commission has jurisdiction must be filed within two years. See *The Act to Regulate Commerce*.

**statutory regulations.** Enactments by legislative bodies governing public utilities and other forms of business. See *Railway Regulation*.

**stevedores.** Persons employed in loading and unloading vessels, cars, or other vehicles. See *Ocean Traffic and Trade*.

**stock.** The capital of a corporation equally divided into shares of fixed nominal value, the ownership of which is evidenced by certificates. Stock is ordinarily divided into two classes, (1) preferred stock and (2) common stock. While the description of the two kinds of stock varies somewhat with the nature of the corporation, the provisions of the by-laws, etc., it is generally true that the preferred stock must earn a specified amount of dividend before any dividend will be paid on the common stock. On the other hand, it is quite commonly provided that all the earnings on the stock of the corporation above the specified amount will accrue to the owners of the common stock. See *Railway Organization and Management*.

**stopping or stoppage in transit.** See FACILITIES AND PRIVILEGES.



**storage.** (1) In general, the keeping of goods in cars, warehouses, or other buildings. In connection with transportation, the keeping of goods by carriers in their own cars, freight houses, or warehouses, or in private warehouses. The liability of carriers for property which is being stored by them is generally much less than their liability as common carriers. (2) The amount of money charged or paid for the keeping of goods in warehouses or elsewhere. See *The Law of Carriers of Goods and Freight Classification*.

**store door delivery.** A term indicating that the carrier in addition to furnishing transportation service in the ordinary sense delivers the traffic to the place of business of the consignee, by the use of drays or other vehicles. See *The Law of Carriers of Goods*.

**stowage.** The storing, packing, or arrangement of the contents of cars or ships in such a manner as to protect the goods from friction, bruising, damage, or leakage. Stowage differs from loading in that the former term presumably indicates loading upon some definite plan so as to minimize the risk of damage while loading indicates simply the placing of the goods in vehicles either with or without a definite plan. See *Investigation of Freight Claims*.

**subpoena.** A document issued by court or other body commanding attendance in court or elsewhere under a penalty. The term is sometimes used as a verb to indicate the serving of the subpoena. See *The Act to Regulate Commerce*.

**substantially similar circumstances and conditions.** A rate-making term indicating that the conditions under which some specified traffic is handled are practically identical (from a transportation standpoint) with conditions applying in some other case or cases. As the phrase indicates, it is not to be understood that the conditions are necessarily identical in every respect. See *The Act to Regulate Commerce*; *Procedure before the Interstate Commerce Commission*; and *Grounds of Proof in Rate Cases*.

**substitution.** In general, the putting of some article in the place of some other article. In freight traffic a commodity is sometimes substituted for some other commodity in such a way as to defeat the regulations of the carriers, particularly in connection with transit privileges. For example, if hardwood lumber is brought into a mill and the products of soft lumber are shipped out from

the mill upon the billing covering the hardwood lumber, it is said that there has been a substitution with an intention to defeat the provision of the carriers. See *A Primary Lesson in Transit*.

**sufficiency of evidence.** Enough evidence to establish the particular point under discussion. For example, in a court or before some other body, if complaint is made that a rate was unjustly discriminatory it is necessary to submit enough evidence of the right kind to establish the claim. How much or of what kind depends upon the particular case. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**supplement.** Something added that supplies a deficiency, especially in connection with a publication. So far as tariffs and classifications are concerned, the term "supplement" indicates a publication that provides for additions to or changes in the provisions of a publication already issued. Under the provisions of the Act to Regulate Commerce supplements to publications must be filed with the Interstate Commerce Commission in accordance with tariff circulars No. 18-A and No. 19-A. See *Publication and Filing of Tariffs*.

**supplemental order.** An order issued by court, regulating body, or other body having authority to issue such an order, to provide for changes from the provisions of an order previously issued or to make additional provisions. For example, the Interstate Commerce Commission may find, after issuing an order, that circumstances require some changes in the original order or that some additional provisions should be included. See *Procedure before the Interstate Commerce Commission and Grounds of Proof in Rate Cases*.

**Supreme Court.** A court of high powers and extensive jurisdiction existing in most states of the United States. In some cases the Supreme Court is the highest court in the state, but in other states, such as New York, the highest court is known as the "Court of Appeals." The United States Supreme Court is the highest federal court in the United States and deals not only with matters which are ordinarily considered as federal but with matters where actions by the state courts or other actions appear to be in violation of the Constitution of the United States or other federal regulations. See *Railway Regulation*.

**suspense account.** In railway accounting, an account for charges that have not been settled but are held in abeyance for some reason. See *Railway Accounting*.

**suspension order.** In the work of the Interstate Commerce Commission, an order by the Commission suspending the application of publications or portions of publications issued by the carriers. Section 15 of the Act to Regulate Commerce provides that the Commission may, at its discretion, suspend the operation of any publication or any part of it for a stated period so that it may investigate the matters included and render a decision of the propriety of the changes proposed by the carriers. See *the Act to Regulate Commerce* and *Publication and Filing of Tariffs*.

**sweating of cargoes and vessels.** The term "sweating" in its general sense means the discharge of moisture through pores or the accumulation in drops of any moisture resembling perspiration, as on a leaf of a plant, on a pitcher, or on fruit. As applied to a freight vessel it indicates the accumulation of moisture in the hold of the vessel. In connection with fruit, such as oranges, considerable damage may be done by the moisture collected on the fruit with sweating. See *Ocean Traffic and Trade*.

**switch.** In its most accurate sense the word "switch" indicates moveable rails connecting one track with the other, although often incorrectly used in referring to sidetracks at industrial plants or at other places. The term "switch connection" is then used to indicate what is commonly called a "switch"; that is, a track connecting two tracks. Section 1 of the Act to Regulate Commerce provides that the Interstate Commerce Commission may, under certain conditions, require the carriers to establish switch connections with lateral or branch lines, sidetracks, etc. As used in the Act it clearly signifies the connecting link between the railroad and the private siding or other tracks and does not refer to sidetracks. See *The Act to Regulate Commerce*.

**switching.** The shifting of cars from one location to another by locomotives or other motive power. For example, a movement from one point in Chicago to another point in the same city would be considered a switching movement. The term generally signifies movements in comparatively small areas, such as within city limits, but in other cases includes more extensive movements. See *Bases for Freight Charges*.



## T

**tackle, ship's.** The mechanism, including the mast, boom, and other parts of a vessel, by which the cargo is loaded into the ship or unloaded from it. Rates are frequently quoted "at ship's tackle," which means that goods are to be delivered close enough to the vessel to be reached by these appliances. See *Ocean Traffic and Trade*.

**tally.** (1) To take a record of the amount of freight received from a shipper, loaded out of or into a vehicle, or delivered to a consignee. (2) The record that is kept when the freight is tallied. In some cases the record is made directly on the billing, shipping papers, or other papers. In some cases a special form provided for the purpose is used. A "blind tally" is a record made without reference to other records, such as billing, which indicates how much freight there should be. See *Investigation of Freight Claims*.

**tap lines.** See LINES.

**tare weight.** See WEIGHTS.

**tariff.** (1) A list or schedule of articles or merchandise, with the rates of duty to be paid to the government for their importation or exportation.

(2) A duty levied according to such schedule or such duties collectively, especially on one class of articles, as the tariff on silk.

(3) In connection with transportation, a publication in which transportation charges are listed, together with rules and regulations governing the transportation. Tariffs issued by transportation companies are of a wide variety as to name and purpose. For the most part the designation of a tariff indicates the kind of rates, rules, and regulations included in the tariff. For example, the term "class tariff" indicates a tariff containing class rates; the term "transit tariff" indicates a tariff containing provisions relative to the handling of transit matters, etc. Some of the most common tariffs are briefly described. See *Publication and Filing of Tariffs*.

**agency.** A tariff issued by a duly authorized agent acting for a number of carriers. For example, Mr. F. A. Leland, as agent, issues a number of tariffs for lines members of the Southwestern Tariff Committee.

**alternative.** A tariff divided into two or more sections which carries the provision in each section that if the use of rates in some other section will produce lower charges than the rates in that section, the rates in the other section may be used. Alternative provisions are very common where class rates and commodity rates are included in the same issue. As an example of the use of alternative provisions, if a tariff is issued in four sections, authority may be given in section 1 by which the provisions of sections 2, 3, and 4, may be used if they produce lower charges than the provision in section 1. Again, provision may be made in section 2 that provisions in sections 1, 2, 3, and 4 may be used if they produce lower charges.

**basing.** A tariff applying from or to specified basing points and carrying rates, rules, and regulations to be used in connection with other rates and tariffs in arriving at new rates to some final destination. For example, a tariff may carry a rate from point A to point B, to be used in connection with rates applicable from point B to point C in constructing the through charges from point A to point C.

**class.** A tariff containing class rates; that is, rates which are to be used in connection with the classes appearing in some specified classification.

**combination.** A tariff containing two or more kinds of rates; for example, a tariff containing class rates and commodity rates, or joint rates and local rates.

**commodity.** A tariff naming rates on specified commodities rather than on the classes in a classification. Commodity tariffs may be divided into two general classes: (1) specific commodity tariffs, applicable upon some specified commodity or class of commodities, as lumber and its products; (2) general commodity tariffs, applying on a number of commodities not necessarily related to each other.

**distance.** A tariff providing scales of rates for various distances to be used in connection with a mileage tariff in case distances are not incorporated in the distance tariff.

**interstate.** A tariff containing rates applicable in connection with interstate commerce.

**intrastate.** A tariff governing traffic moving entirely within a state.

**joint.** A tariff containing rates or fares applicable in connection with two or more carriers. "Joint tariff" is often used in contrast with "local tariff," defined below.

**lawful.** A tariff that conforms to the requirements of some one or more regulating bodies and laws. For example, if a tariff is applicable on interstate commerce it must conform to the requirements of the Act to Regulate Commerce and the requirements of the Interstate Commerce Commission.

**line.** See GUIDE BOOK.

**local.** A tariff confined in its application to traffic originating at and destined to points on one road. For example, a tariff carrying rates on traffic originating at and destined to points on the New York Central Railroad is known as a "New York Central local tariff."

**proportional.** A tariff containing proportional rates.

**sectional.** A tariff divided into two or more numbered sections.

**switching.** A tariff providing charges for the switching movement of cars within some specified territory. For example, tariffs governing switching movements within the city of Chicago are known as "Chicago switching tariffs."

**tariff authority.** A rate or regulation in a tariff, referred to in a claim or elsewhere. For example, in filing a claim for overcharge, reference is made to the tariff in which the rate held by the claimant to be the correct one is to be found. See *Publication and Filing of Tariffs*.

**tariff index.** A publication in which are listed the tariffs to which the carrier or agent issuing is a party either as an initial or as a delivering carrier. See *Publication and Filing of Tariffs*.

**tender.** In a legal sense, the unconditional offer of money or some other specific thing in payment or performance of an obligation. For example, a transportation company may offer to deliver to the consignee a shipment upon which it has performed a transportation service. See *Ocean Traffic and Trade*.

**terminal.** The end of a railroad or other transportation route, usually with special equipment for the receipt and delivery of freight, including warehouses, sidetracks, etc. See *Investigation of Freight Claims*.



**terminal charges.** Charges incidental to transportation which accrue at terminals rather in connection with the movement of passengers and property from one point to another. Included in terminal charges are switching charges, storage, demurrage, etc. Terminal charges often are carried in special tariffs and are assessed in addition to the regular transportation charges. See *Conference Rulings of the Interstate Commerce Commission*.

**terminal facilities.** Mechanical or natural facilities which are used in connection with the handling of property at terminals, such as cranes, elevators, etc. See *The Investigation of Freight Claims*.

**terminus.** A terminal. The word is often used in a narrow sense for the end of the transportation route without implying special facilities for the handling of freight. See *Bases for Freight Charges*.

**territorial directory.** See DIRECTORY.

**through bill of lading.** See BILL OF LADING.

**through carriage.** The continuous movement of passengers or property from point of origin to destination as compared with movements where there is some stoppage in transit for some reason. It is not generally considered, however, that the ordinary delays of transportation defeat the application of the term "through carriage"; for example, delays due to train wrecks, disability of card, etc., are incidental to transportation. See *The Act to Regulate Commerce*.

**through rates.** See RATE.

**tide.** The periodic rise and fall, flow and ebb, of the oceans and waters connected with them, due to the attraction of the sun and moon. See *Ocean Traffic and Trade*.

**tide waters.** Waters that are obviously affected by the fluctuations of the tide, described as the sea board. For example, the Hudson River is affected for some little distance by the movements of the tide in the Atlantic Ocean. See *Ocean Traffic and Trade*.

**toll.** A sum of money paid for the use of something. Generally applied to the consideration paid for the use of a road, bridge, or the like. It was formerly common to provide that roadways constructed by private capital should have what is known as a "toll gate," where a payment for the use of the road was collected. In

modern transportation the term "toll" is most commonly used for an amount paid for passage over a bridge. See *Bases for Freight Charges*.

**ton.** A unit of weight or measurement employed in the computation of transportation charges.

**gross.** 2,240 pounds.

**long.** 2,268 pounds.

**measurement.** As a unit of measurement, tons vary from twenty to forty cubic feet and are generally applied to light and bulky articles, transported by water.

**net.** 2,000 pounds. See *Bases for Freight Charges*.

**ton mile.** See MILE.

**ton mile charge.** See MILE.

**tonnage.** In railroad circles, the weight of freight hauled over some designated distance, as an entire railroad, a branch line, a main line, etc. The term is often used to indicate the amount of property transported upon which charges are collected, as compared with the total amount of tonnage, which includes the transportation of property belonging to the railroad company for the hauling of which no charges are collected. See *Statistics of Freight Traffic*.

**total loss.** In insurance, the entire destruction or loss of the matter insured. In connection with transportation of property a complete loss of the shipment as compared with partial losses. See *Ocean Traffic and Trade*.

**tow boats.** Boats which are used for drawing other vessels. In a general sense tow boats do not carry any other property than that necessary for the operation of the boat. See *Ocean Traffic and Trade*.

**tracers.** In connection with transportation, forms, telegrams, letters, etc., sent out by shippers or carriers to locate freight which has been delayed in transit. See *The Industrial Traffic Department*.

**trackage rights.** Rights given by one carrier to another carrier to operate over its tracks for some specified distance. For example,

in large cities it is very common for a carrier having terminals, particularly passenger terminals, to allow other carriers to operate over its tracks into that terminal upon some agreed basis, such as the number of cars, the number of trains, or other units. See *Railway Organization and Management*.

**tracks.** Literally, a rail or set of rails on which engines or other vehicles move. As most commonly used the term signifies the two rails upon which cars and locomotives move. It is customary to refer to each set of two rails upon which cars and locomotives move collectively as a track, in which case reference is often made to a single-track road, indicating that there is only one pair of rails in use. When there are two pairs of rails in use the road is known as a double-track line. If there are more than two pair of rails, the road may be variously distinguished as three-track road, four-track road, etc. See *Railway Organization and Management*.

**farm tracks.** In terminals, the sidetracks where cars are placed for storage, particularly for extended storage, as in cases where freight is received at a terminal too late for delivery to a specified boat sailing for some foreign country to which trips are infrequent.

**sidetrack.** A track connected with the main line of a railroad by a switch, upon which cars are placed for loading, unloading, or storage.

**storage tracks.** Tracks designed for the accommodation of loading or empty equipments pending orders for the disposition of the cars.

**team tracks.** Sidetracks so arranged that they are accessible to teams or trucks for the unloading or loading of cars placed thereon. The term "team track" is often used in distinction from the term "sidetrack" to indicate a track which is set aside for the use of concerns having to use trucks or other vehicles as against the tracks where cars are placed to be loaded or unloaded directly to or from the industry without the use of a truck or other vehicle. See *Investigation of Freight Claims*.

**track storage.** A charge made for the storage of loaded or empty cars on tracks at delivering or receiving points.



**traffic.** The exchange or sale of goods; commerce; trade. Two special meanings have been developed in railroading:

(1) The work of negotiating business for a railway; negotiations with shippers and receivers of goods. This is the work of the "traffic department."

(2) That which is transported by a carrier, as distinguished from *transportation* which is the act of conveying. See *Railway Organization and Management*.

**traffic agreements or arrangements.** Agreements entered into by carriers relative to the handling and interchange of passengers, cars, and property. In the formation of through routes embracing two or more transportation lines there are necessarily traffic arrangements in effect. Certain traffic agreements, such as for the pooling of tonnage, are forbidden by the Act to Regulate Commerce. See *The Act to Regulate Commerce*.

**train miles.** See MILES.

**tramps.** Vessels not belonging to any particular line or operating between specified ports. A tramp vessel moves wherever traffic is to be had. See *Ocean Traffic and Trade*.

**transfer company.** A company which transfers passengers or property between terminals in a large city. See *Bases for Freight Charges*.

**transfer points.** Points at which property is interchanged between carriers either by the movement of the vehicles in which the passengers or property are contained or by the transfer of the contents of the vehicle. For example, if there is a switch connection between roads A and B, freight or passenger cars may be transferred by the movement of the cars from road A to road B, at some other point; however, it may be necessary to remove the contents of the car from road A and load the freight into another car on road B. See *Bases for Freight Charges*.

**transit privileges.** See FACILITIES AND PRIVILEGES.

**Transportation of Explosives Act.** An act providing regulations for the transportation of explosives and other dangerous articles, in interstate commerce, and fixing penalties for the violation of the regulations. See *The Act to Regulate Commerce*.

**transshipment.** (1) The transfer of passengers or property from one kind of transportation agency to another, as for example, the transfer of freight from a rail carrier to a water carrier or vice versa.

(2) The transfer of foreign traffic from one steamship to another. See *Ocean Traffic and Trade*.

**trap cars.** See FERRY CARS.

**tret.** Allowance made for the water or dust that may be mixed with any commodity.

**turnpike road.** A road or highway over which the public has a right to travel upon the payment of toll and on which the parties entitled to such toll have the right to erect gates and bars to insure its payment. Although still operated to a limited extent, toll roads have largely been eliminated by the construction of roads by the nation, state, and city. See *The Act to Regulate Commerce*.

**two-for-one rule.** A provision now commonly carried in classifications, tariffs, and other publications of the carriers by which provision is made that if the shipper orders a car of specified capacity and the carrier cannot furnish a car of that capacity but furnishes two cars instead of one, the charges will be based upon the capacity of the car ordered rather than upon that of the cars actually used. This rule is generally understood to include not only cases of the kind just described but cases where a single car of greater capacity than the one ordered is supplied. The substance of the rule is that the shipper must not be required to pay for greater car capacity than ordered simply to meet the convenience of the carriers, subject to limitations carried in publications of the carriers. See *Freight Classification*.

## U

**undercharge.** A charge less than the correct transportation charge as shown by the tariff or other authority. See *Freight Claims*.

**underwriter.** The person who insures another in a fire or life policy—the insurer. See *Ocean Traffic and Trade*.

**undue or unjust discrimination.** A discrimination greater than is warranted by the circumstances in a particular case. The terms

"undue" or "unjust discrimination" are used in contrast with "discrimination" or "just discrimination." For example, it is a fundamental principle of rate making that the establishment of carload rates as against less-than-carload rates, the making of low rates to meet water competition, and many similar forms of discrimination are not unjust, but that the establishing of different rates on traffic handled under similar or identical conditions is unjust. See *The Act to Regulate Commerce and Procedure before the Interstate Commerce Commission*.

**uniform classification.** A single classification publication to govern freight traffic throughout the United States, in place of the several classifications now in use. While there has been a great deal of agitation to have such a publication put into force the carriers have maintained that it would not be practicable to apply the same classification provisions in all sections of the country, and so far what has been accomplished is to bring many of the provisions of the Official, Western, and Southern classifications into harmony with each other. The work of uniformity as far as it has been accomplished has been through the committee known as the "Uniform Classification Committee." See *Freight Classification*.

**universal agent.** One who is appointed to perform all the acts which the principal can personally perform and which he may lawfully delegate to another. See *The Law of Carriers of Goods*.

**universal partnership.** One in which the partners jointly agree to contribute to the common fund of the partnership the whole of their property of whatever character, future as well as present. See *The Law of Carriers of Goods*.

**unlawful.** Opposed to law. Not strictly synonymous with "illegal," although often so used. "Illegal" means positively forbidden, while "unlawful" may include things which are immoral or against the public policy. (Sweet.) See *The Act to Regulate Commerce*.

**unliquidated damages.** Damages which have not been reduced to a certainty in respect of amount, nothing more being established than the plaintiff's right to recover; or such damages as cannot be fixed by mathematical calculations from ascertained data in the case. See *The Law of Carriers of Goods*.



## V

**vacate.** To annul. To cancel or to render void. For example, the Interstate Commerce Commission may vacate an order suspending certain proposed rates; that is, the rates which have been suspended may be allowed to go into effect by an order of the Interstate Commerce Commission. See *Procedure before the Interstate Commerce Commission*.

**vacation notice or order.** A decree of the Commission setting aside or vacating an order of suspension or some other order. See *Procedure before the Interstate Commerce Commission*.

**valid.** Of binding force. Said of a deed, will, or other paper which has received all the formalities required by law. See *The Law of Carriers of Goods*.

**validity.** See VALID. (Of rates.) A term indicating that a specified rate is the proper rate to be applied under certain conditions.

**Valuation Board.** A special division of the Interstate Commerce Commission which is charged with the valuation of the railroads of the United States. See *The Act to Regulate Commerce*.

**value.** In freight classification and rate adjustment cases, the worth of a specified commodity according to some unit, as per article, per pound, etc. For example, in the adjustment of certain rates the carriers endeavor to ascertain the average value of shipments which are to move on that rate. It should be understood that the value of shipments is only one of the factors generally taken into consideration in the adjustment of rates and in the making of classifications. See *Railway Regulation and Freight Classification*.

**value of service (to the shipper).** As a factor in rate making, the worth of the work performed by the transportation agency. In its elementary form the value of service may be said to signify the value that is added to a shipment by transporting it from one place to another. Under this theory, if an article is worth \$1.00 at the place of shipment and \$1.50 at the specified destination, the value of the service is 50 cents. As a matter of actual practice, however, the value of service can generally be determined only in a very general way. See *Grounds of Proof in Rate Cases and Railway Regulation*.

**vehicle.** Any contrivance used or capable of being used for transportation on land or water. See *Ocean Traffic and Trade*.

**ventilator cars.** See CARS.

**ventilators.** Openings in vehicles which are designed to promote the circulation of air (often abbreviated "vent"). See *Freight Classification*.

**venue.** The neighborhood; the county in which an act is done or cause of action arises and from which the jury is taken for the trial of the case. A change of venue is the sending of a case to be tried before the jury of another county when circumstances render it impossible to have an impartial trial in the county where the cause of action arose. As an example, if it were charged that a crime was committed in Cook County, Illinois, and the party charged with the crime could convince the court in Cook County that he could not receive a fair trial there, the court might order that the case should be tried in Wabash County or some other county. See *The Law of Carriers of Goods*.

**vermin.** Obnoxious small animals or insects, such as rats, worms, etc.

**vice.** (1) A small defect or imperfection. In connection with the transportation of live stock, the habits of kicking, biting, etc. (2) In place of or instead of. For example, a vice consul acts on occasion in place of the consul in a specified district. See *The Law of Carriers of Goods*.

**vis major.** A greater or superior force; an irresistible force; in law of bailments, the interposition of violence or coercion proceeding from human agency (wherein it differs from the act of God). This kind of violence is of such a character and strength as to be beyond the powers of resistance or control of those against whom it is directed; for example, an attack of the public enemy or a band of pirates. See *The Law of Carriers of Goods*.

**void.** Having no effect or force. The term "void" is often incorrectly used in the sense of voidable, that is, to indicate that something is of no effect when as a matter of fact it is effective until definite steps have been taken to render the matter of no effect.

**voyage.** In maritime law the passing of a vessel by sea from one place to another. See *Ocean Traffic and Trade*.

## W

**wagon yard.** In connection with freight terminals, a space set apart for the use of teams and trucks in delivering freight to the carrier or collecting freight from the carrier. See *The Investigation of Freight Claims*.

**waiver.** The giving up or surrender of some claim, right, or privilege or of the opportunity to take advantage of some defect or irregularity. See *The Law of Carriers of Goods*.

**warehouse.** A place for the reception and storage of goods and merchandise. In connection with the handling of freight, it is sometimes said that the carrier's freight house becomes a "warehouse" so far as the storage of freight is concerned. See *The Investigation of Freight Claims*.

**warehouseman.** A person who receives goods and merchandise to be stored in his warehouse for hire. In law, it is quite commonly held that a carrier is acting as a warehouseman in the storing of freight before transportation has begun or after it has been completed. The liability of a warehouseman is much less than that of a common carrier in most cases. See *The Law of Carriers of Goods*.

**warehouse receipt.** A receipt given by the warehouseman for the property placed in his custody. Its return is usually required in order to obtain the property stored. By custom of trade, a warehouse receipt has become negotiable in many instances. Grain, provisions, and many other staple commodities are often transferred by delivery or indorsement of warehouse receipt. See *The Bill of Lading*.

**watering stock.** In the language of brokers, adding to the capital stock of a corporation by the issuance of new stock without increasing the real value represented by the capital. For example, if five hundred thousand dollars of stock is issued in connection with a corporation whose assets are not worth more than one hundred thousand dollars, it is said that the stock has been "watered." See *Railway Regulation*.

**waveson.** Such goods as appear upon the waves of the ocean after a shipwreck. See *Ocean Traffic and Trade*.

**waybill.** A printed form employed by carriers, having spaces for



indicating the point of origin, destination, consignor, consignee, number of packages, description thereof, rates, weights, and charges, on which a number of shipments may be entered. See *Railway Accounting*.

**waybilling.** See BILLING.

**wear and tear.** Deterioration or depreciation in value by ordinary and reasonable use of the property. For example, the wear and tear on railroad equipment is such damage as is due to the constant use of a car, locomotive, or other equipment. It may be used in contrast with injury done through accident, such as wrecks. See *Railway Accounting*.

**weather working days.** In connection with demurrage, clear days on which there are no interferences with the loading or unloading on account of the weather conditions. See *Demurrage and Car Efficiency*.

**weights.**

**billed weights.** Those inserted in the waybill of the carrier, upon which charges are figured. Billed weight may be (1) actual weight, that is, weight determined by actual weighing of the shipment, or (2) estimated weights, agreed upon between shippers and carriers or developed in other ways. See *Bases for Freight Charges*.

**estimated weights.** Weights which are applied when the actual weight is unknown. As it is generally used, the term indicates those weights which are obtained by weighing parts, pieces, or quantities of the article or commodity in question and determining its average loading, per cubic foot, per thousand feet, or per unit. In many cases, however, the estimated weight is obtained in much more indefinite ways.

**gross weight.** The weight of a package including the container in which it is shipped. In the case of carload shipments the weight of the goods and the car together.

**net weight.** In cases of carload goods, the gross weight less the weight of the car.

**tare weight.** The weight of the container in which freight is packed. In some cases the tare weight includes the car and fixtures in connection with the car.

**weight agreement.** An agreement entered into between the carriers on the one hand and the shippers on the other, whereby goods shipped in standard packages, such as canned goods of various sorts, cooperage of various classes and sizes, etc., are taken at an average weight per package, or per parcel and charges assessed on that basis. Weight agreements carry such provisions as will enable the carriers to satisfy themselves that the estimated weights used by shippers are correct. See *Freight Classification*.

**wharf.** A quay or erection on the shore of a harbor, river, etc., for discharging or taking in cargo, passengers, etc. See *Ocean Traffic and Trade*.

**wharfage.** The money paid for landing goods upon or loading goods from a wharf. See *Ocean Traffic and Trade*.

**wharfinger.** One who owns or keeps a wharf for the purpose of receiving and shipping merchandise to or from it for hire. See *Ocean Traffic and Trade*.

**wholesale (trade).** Selling of goods in large quantities as by the carload and generally to dealers. The term is used in contrast with the word "retail," which is applied to the selling of goods in small quantities and direct to the consumer.

**wreck.** (1) The destruction of a ship by its being driven ashore or on a rock, etc. (2) Ruins of a ship so destroyed. (3) To destroy or cast away anything, as a ship, by violence or force. (4) In connection with rail transportation, the result of accidents, such as collisions or breaking of rails, etc. See *The Law of Carriers of Goods*.

## X

**x car number.** A term used to signify the car from which a shipment was transferred. For example, if a shipment is delivered at final destination in car A. B. C. 400, the expense bill, may show "x" car C. B. E. 500, which would indicate that the contents of car 400 was transferred from car 500. See *Railway Accounting*.

## Y

**yards.** In transportation, that part of the railroad where cars are stored and made up into trains, or where other disposition is made of them. It is very common to refer to yard limits as

indicating the boundaries of such yards. Railroad yards are often presided over by an official known as "a yardmaster." See *Railway Organization and Management*.

**hump or gravity.** See GRAVITY YARDS.

**make-up or classification yards.** Yards where provisions are made for distributing cars according to destination, classes of freight, etc. See *Railway Organization and Management*.

**stock yards.** In the broadest sense, all the facilities for handling stock, including their slaughter. In somewhat more limited sense, the yards of more or less limited area where stock is kept before or after transportation. See *The Bill of Lading*.

## Z

**zones.** Divisions of the country made for such purposes as rate making commonly used in connection with express rates. See *The Express Service and Rates*.



## SECTION C

### **ABBREVIATIONS FREQUENTLY USED IN TRAFFIC PUBLICATIONS**

- A. G. F. A.=Assistant General Freight Agent.  
Bbl.=barrel.  
Bdl.=bundle.  
B. O.=buyer's option.  
C. I. F.=cost insurance and freight.  
!%=care of.  
C. A.=commercial agent.  
C. L.=carload.  
C. O. D.=collect on delivery (indicating that charges are to be collected on delivery).  
C. P. A.=certified public accountant.  
C. R.=carrier's risk.  
C. T. B.=chief of tariff bureau.  
Cwt.=hundredweight.  
D. F. A.=division freight agent.  
D1, or 2T1=double first class.  
E. B.=eastbound.  
e. g.=for example.  
Est.-wt.=estimated weight.  
F. C. A.=freight claim agent.  
F. F. A.=foreign freight agent.  
F. O. B.=free on board (at a certain point)—indicating that there are to be no charges for drayage or other form of transportation up to the point designated.  
F. A. S.=free alongside.  
F. T. M.=freight traffic manager.  
G. F. A.=general freight agent.  
G. F. D.=general freight department.

G. O.=general office.

G. S.=general specials—a term used to designate general special commodities in classification of express matter.

Hhd.=hogshead.

H. P.=horsepower (of engines).

Ib., *ibid*=*ibidem* (in the same place)—a term referring to a preceding footnote or other reference.

I. C. C. Rep.=Interstate Commerce Commission Reports. Numbers following this abbreviation refer to pages; those preceding, to volumes; e. g., 26 I. C. C. Rep., 135 should be read Volume 26 Interstate Commerce Commission Reports, p. 135.

I. C. Rep.=Interstate Commerce Reports. The first 11 volumes of the decisions of the Commission are published by one of the publishers with the word "Commission" omitted and are referred to by the above abbreviation to distinguish these reports from the other edition.

i. e.=that is.

K. D.=knocked down—a term used to indicate that an article of freight or express is partially or entirely taken to pieces and packed in a more or less flat form.

K. D. C. L.=knocked down in carloads.

K. D. L. C. L.=knocked down in less than carloads.

L. C. L.=less than carload.

24 Mass. 218=Volume 24 of Massachusetts Court Reports, page 218. Other court reports are referred to similarly.

M.=one thousand.

N. E. S.=not elsewhere specified.

N. O. H. P.=not otherwise herein provided.

N. O. I. B. N.=not otherwise indexed by name—a term used in classification to designate articles which have not been specifically named.

N. O. S.=not otherwise specified.

Nstd., Nested=articles that are packed one within another.

O. R.=owner's risk—a term indicating that the shipper relieves the carrier from part of the risk of transportation.

O. R. B.=owner's risk of breakage, meaning same as O. R.

O. R. C.=owner's risk of chafing.

O. R. L.=owner's risk of leakage.

O. R. W.=owner's risk of becoming wet.

p.=page.

pp.=pages.

R. 25=Rule 25—a term used in the Official Classification to denote a rate 15 per cent less than second class, but not less than third class.

R. 26=Rule 26—a term used in the Official Classification to denote a rate 20 per cent less than third class, but not less than fourth class.

R. 28=Rule 28—a term used in the Official Classification to denote a rate made by adding a certain specified amount to the fourth-class rate.

S. U.=set up—a term used in classification to indicate that the article is put together.

S. U. C. L.—set up in earloads.

S. U. L. C. L.—set up in less than earloads.

16 U. S. 79=Volume 16 of the United States Supreme Court Reports, page 79. Other volumes and pages abbreviated in the same manner.

v.=versus (against).

W. B.=westbound or waybill.



## SECTION D

### APPLICATION OF CLASSIFICATIONS

Map 1 of the Atlas of Railway Traffic Maps presents the classification territories of the Canadian, the Mexican, and the three interstate classifications in the United States. This appendix gives in semi-tabular form the application of state classifications and the interterritorial application of interstate classifications.

Appendix D is reprinted with slight corrections and changes from "Appendix to Official Map . . . issued under direction of (the) Central Freight Association." (Transportation Building, Chicago, Ill.) Because of the official source of the authority the tables are in general a reliable reference work. However, it should be borne in mind that the only legal authority for the application of classifications is that carried on the title page or within the current tariff which governs a shipment.

### I. CLASSIFICATIONS APPLYING ON INTRASTATE TRAFFIC

STATE	CLASSIFICATION
Alabama .....	① Southern
Arkansas .....	① Western
Arizona .....	② Western
California .....	② Western
Colorado .....	Western
Connecticut .....	Official
Delaware .....	Official
District of Columbia .....	Official
Florida .....	② Florida
Georgia .....	① ② Georgia
Idaho .....	Western
Illinois .....	② Illinois
Indiana .....	Official
Iowa .....	② Iowa
Kansas .....	Western
Kentucky .....	② Southern
Louisiana.. { East of Mississippi River.....	② Southern
{ West of Mississippi River.....	② Western

### CLASSIFICATIONS APPLYING ON INTRASTATE TRAFFIC— CONCLUDED

STATE	CLASSIFICATION
Maine .....	Official
Maryland .....	Official
Massachusetts .....	Official
Michigan... { Northern Peninsula.....	Western
{ Southern Peninsula.....	Official
Minnesota .....	② Western
Mississippi .....	② Mississippi
Missouri .....	② Western
Montana .....	② Western
Nebraska .....	② Nebraska
Nevada .....	② Western
New Hampshire .....	② Official
New Jersey .....	Official
New Mexico .....	② Western
New York .....	Official
North Carolina .....	② North Carolina
North Dakota .....	② Western
Ohio .....	Official
Oklahoma .....	② Western
Oregon .....	Western
Pennsylvania .....	Official
Rhode Island .....	Official
South Carolina .....	② South Carolina
South Dakota .....	Western
Tennessee .....	② Southern
Texas .....	② Texas
Utah .....	Western
Vermont .....	Official
Virginia .....	② Virginia
Washington .....	② Western
West Virginia .....	Official
Wisconsin .....	Western
Wyoming .....	Western

① Adopted in accordance with the order of the Circuit Court of the United States (Eastern district of Arkansas).

② Authorized by state commission.

③ Between common points in the state of Georgia, Southern Classification applies.

④ Between points on Chesapeake & Ohio Railway in Kentucky, Official Classification applies.

Except otherwise stated herein the classification governing intrastate is as established by the railroads.

Various exceptions have been established by the state commissions and the railroads, which also govern in connection with application of classifications as mentioned above.

## II. INTERTERRITORIAL APPLICATION OF CLASSIFICATIONS

Sections 1, 4, 5, and 7 mention the interterritorial application of each of the Interstate Classifications, i. e., these sections name the origin and destination points or territories from and to which the respective interstate classifications apply in addition to established territorial application as indicated by Map 1. Sections 2, 3, and 6 show the current extraterritorial application of intrastate classifications mentioned. Descriptions of freight association territories mentioned below are given in Appendix A, and the territories are shown on maps 1, 2, 5, 6, and 8.

## 1. INTERTERRITORIAL APPLICATION OF CANADIAN CLASSIFICATION

### WESTBOUND

#### FROM

Canadian Freight Association  
Territory .....

#### TO

Oregon,  
North Pacific Coast Terminals in United  
States,  
Washington

## 2. INTERTERRITORIAL APPLICATION OF ILLINOIS CLASSI- FICATION

### BETWEEN<sup>①</sup>

#### Groups, viz.:

Burlington .....Iowa  
Clinton .....Iowa  
Davenport .....Iowa  
Dubuque .....Iowa  
Ft. Madison .....Iowa  
Hannibal .....Missouri  
Keokuk .....Iowa  
Louisiana .....Missouri  
Muscatine .....Iowa  
Princeton .....Iowa

### AND

Illinois—All stations, except as shown  
in section 3.  
Indiana—Stations, viz.:  
C. & E. I. R. R.  
Finney, Freeland, Judyville, and  
Pence,  
N. Y. C. R. R.  
Allison to Lake Village, inc.  
Schneider to Whiting, inc.  
E. J. & E. R. R.  
Edgemoore to Gary, inc.

### BETWEEN

#### Groups, viz.:

Dodgeville ..Wisconsin  
Janesville ...Wisconsin  
Jefferson ....Wisconsin  
Madison .....Wisconsin  
Milwaukee ..Wisconsin  
Platteville ..Wisconsin  
Watertown ..Wisconsin  
Waukesha ..Wisconsin

### AND

Illinois—All stations in  
A. T. & S. F. Ry.  
Ft. Madison, Iowa  
C. & A. R. R.:  
Louisiana and St. Louis, Missouri  
C. & E. I. R. R.:  
Freeland, Indiana  
C. B. & Q. R. R.:  
Burlington and West Burlington, Iowa  
Kemper to Keokuk, and Moorar, Iowa,  
inc.  
Alexandria, Iowa, to St. Louis, Mis-  
souri, inc.  
N. Y. C. R. R.  
Highland to Allison, Indiana, inc.  
C. R. I. & P. Ry.:  
Fruitland to Burlington, Iowa, inc.  
I. C. R. R.:  
Hedrick to West Lebanon, Indiana, inc.  
M. & St. L. R. R. (Iowa Cent.):  
West Keltsburg, Iowa, Muscatine  
(North and South Ry.), Fruitland,  
Grand View and Wapello, Iowa  
T. P. & W. R. R.:  
Burlington, Keokuk and Warsaw, Iowa  
Wabash Ry.  
Keokuk, Iowa, and St. Louis, Missouri

<sup>①</sup> The word "between" signifies that the classification applies in both directions.



## INTERTERRITORIAL APPLICATION OF ILLINOIS CLASSIFICATION

## —CONCLUDED

BETWEEN

AND

Milwaukee .....Wisconsin

C. B. &amp; Q. R. R.:

Rutledge to Prescott, Wisconsin, inc.

I. C. R. R.:

Clarno to Summit (Dane), Wisconsin, inc.

Martintown to Dodgeville, Wisconsin, inc.

BETWEEN

AND

Louisville and Nashville R. R.      Evansville and Mt. Vernon. Indiana  
stations in Illinois.....

## 3. INTERTERRITORIAL APPLICATION OF IOWA CLASSIFICATION

BETWEEN

AND

VIA

Groups, viz.:

Clinton .....Iowa }  
Davenport .....Iowa }  
Dubuque .....Iowa }  
Princeton .....Iowa }East Clinton, Fulton,  
Savanna, and Thomp-  
son, Illinois.....

C. B. &amp; Q. R. R.

Groups, viz.:

Burlington ....Iowa }  
Muscatine .....Iowa }East Moline, Moline,  
and Rock Island, }  
Illinois .....

C. R. I. &amp; P. Ry.

Groups, viz.:

Clinton .....Iowa }  
Dubuque .....Iowa }  
Princeton .....Iowa }Carbon Cliff, East Mo-  
line, Moline, and Rock  
Island, Illinois.....

C. B. &amp; Q. R. R.

Groups, viz.:

Clinton .....Iowa }  
Dubuque .....Iowa }  
Muscatine .....Iowa }  
Princeton .....Iowa }Albany, Carbon Cliff,  
Cordova, East Mo-  
line, Fay, Fulton,  
Hampton, Port By-  
ron, Rapids City,  
Rock Island, Savanna,  
Thompson, and Water-  
town, Illinois.....

C. M. &amp; St. P. Ry.

## 4. INTERTERRITORIAL APPLICATION OF OFFICIAL

## CLASSIFICATION

EASTBOUND

FROM

Brookneal .....Virginia

TO

Groups, viz.:

Baltimore, Maryland, Boston, Massa-  
chusetts, New York, New York,  
Philadelphia, Pennsylvania, Prov-  
idence, Rhode Island, Washington,  
District of Columbia

FROM

Canadian Pacific Ry. sta-  
tions west of Montreal,  
Province of Quebec.....

TO

Montreal, Province of Quebec, for export.

FROM

Chattanooga ....Tennessee }  
Knoxville .....Tennessee }

TO

Norfolk & Western Ry. stations in Vir-  
ginia and West Virginia

## INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION

—CONTINUED

## EASTBOUND—Continued.

## FROM

## TO

Groups, viz.:

Duluth .....Minnesota  
 Green Bay .....Wisconsin  
 Hancock .....Michigan  
 Houghton .....Michigan  
 Marquette .....Michigan  
 Michigamme .....Michigan  
 Sault Ste. Marie..Michigan  
 St. Paul .....Minnesota  
 Winona .....Minnesota  
 C. & N.-W. Ry. stations in  
 Wisconsin north of Mil-  
 waukee to Manitowoc, also  
 Kewaunee.  
 Missouri River Crossings, viz.:  
 Atchison .....Kansas  
 Council Bluffs .....Iowa  
 Kansas City .....Missouri  
 Leavenworth .....Kansas  
 Omaha .....Nebraska  
 South Omaha ....Nebraska  
 St. Joseph .....Missouri  
 on traffic originating in the  
 states of Idaho, Montana,  
 Oregon, and Washington...

Central Freight Association Territory  
 (east of Illinois-Indiana State Line):  
 Henderson, Louisville, Owensboro, Ken-  
 tucky

## FROM

## TO

Green Bay, Wisconsin, Group

Canadian Freight Association Territory,  
 Central Freight Association Territory  
 (east of Indiana-Illinois State Line),  
 New England Freight Association Ter-  
 ritory.  
 Trunk Line Association Territory

## FROM

## TO

Illinois, except C. & N.-W.  
 Ry. stations, viz.: Galena  
 and Millbrig, C. M. &  
 St. P. Ry. stations north  
 of Rockford and Free-  
 port, and Ill. Cent. R.  
 R. stations north of Free-  
 port .....  
 Iowa, on and east of a  
 line drawn from Dubuque,  
 Iowa, via C. M. & St.  
 P. Ry., to Muscatine, inc.,  
 thence via Muscatine North  
 & South Ry. to Wapello;  
 thence via C. R. I. & P. Ry.  
 to Burlington; thence via  
 C. B. & Q. R. R. to and in-  
 cluding Keokuk and Moor.

Canadian Freight Association Territory,  
 Central Freight Association Territory  
 (east of Indiana-Illinois State Line),  
 New England Freight Association Ter-  
 ritory.  
 Trunk Line Association Territory

# INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION —CONTINUED

## EASTBOUND—Continued.

FROM	TO
Milwaukee Group—also via routes across Lake Michigan—stations in Wisconsin on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., also Kewaunee, Marinette, Wisconsin, Menominee and Manistique, Michigan .....	Canadian Freight Association Territory, Central Freight Association Territory (east of Indiana-Illinois State Line), New England Freight Association Territory,
Missouri, viz.: St. Louis, and stations on and east of a line drawn via Chicago, Burlington and Quincy R. R., from Louisiana to Alexandria, inc. ....	Trunk Line Association Territory

## NORTHBOUND

FROM	TO
Groups, viz.:	
Baton Rouge ...Louisiana	Ashland, Kentucky, Group, Canadian Freight Association Territory, Central Freight Association Territory (east of Illinois-Indiana State Line), New England Freight Association Territory, Trunk Line Association Territory
Friars Point ...Mississippi	
Greenville .....Mississippi	
Helena .....Arkansas	
Natchez .....Mississippi	
New Orleans ....Louisiana	
Port Chalmette ..Louisiana	
Rosedale .....Mississippi	
Vicksburg .....Mississippi	
FROM	TO
Bowling Green ...Kentucky	Canadian Freight Association Territory, Central Freight Association Territory located in New York, Pennsylvania, and West Virginia, New England Freight Association Territory, Trunk Line Association Territory
Georgetown .....Kentucky	
Lexington .....Kentucky	
Memphis .....Tennessee	
Nashville .....Tennessee	
Winchester .....Kentucky	

FROM	TO
Bristol ..Virginia-Tennessee	Canadian Freight Association Territory, Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee, Wisconsin Group, via routes across Lake Michigan, Kewaunee, Manitowoc, Marinette, Wisconsin, Manistique and Menominee, Michigan, New England Freight Association Territory, Trunk Line Association Territory



# INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION —CONTINUED

## NORTHBOUND—Continued.

FROM	TO
Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group,—via routes across Lake Michigan—points in Wisconsin on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., Green Bay Group, Kewaunee, Marinette, Wisconsin, Menominee and Manistique, Michigan,	Canadian Freight Association Territory
New England Freight Association Territory,	
Trunk Line Association Territory	

FROM	TO
Chesapeake & Ohio Ry. stations in Kentucky .....	Central Freight Association Territory

FROM	TO
Covington .....Kentucky	Canadian Freight Association Territory, Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group, points in Wisconsin on the C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., Green Bay Group, Kewaunee, Marinette, Wisconsin, Manistique and Menominee, Michigan,
Henderson .....Kentucky	
Louisville .....Kentucky	
Maysville .....Kentucky	
Newport .....Kentucky	
Owensboro .....Kentucky	
	New England Freight Association Territory,
	Trunk Line Association Territory

Groups, viz.:

FROM	TO
Central Freight Association Territory (east of Indiana-Illinois State Line) ....	Duluth, Minnesota, Green Bay, Wisconsin, Hancock, Michigan, Houghton, Michigan, Kewaunee, Wisconsin, Manistique, Michigan, Manitowoc, Wisconsin, Marquette, Michigan, Menominee, Michigan, Michigamme, Michigan, Milwaukee Group, New London, Minnesota, St. Paul, Minnesota, Winona, Minnesota.
Louisville .....Kentucky	
Henderson .....Kentucky	
Owensboro .....Kentucky	
Maysville .....Kentucky	
Newport .....Kentucky	
Covington .....Kentucky	

# INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION —CONTINUED

## NORTHBOUND—Continued.

FROM	TO
Clarksville .....Tennessee	Canadian Freight Association Territory, New England Freight Association Terri- tory, Trunk Line Association Territory
Memphis .....Tennessee	
Mobile .....Alabama	
Nashville .....Tennessee	
New Orleans ....Louisiana	
Norton .....Virginia	
Paducah .....Kentucky	
Pensacola .....Florida	
Port Chalmette ..Louisiana	
St. Paul .....Virginia	

FROM	TO
	Groups, viz.:
Cumberland Gap, Tennessee	Baltimore, Maryland, Boston, Massa-
Middlesboro .....Kentucky	chusetts, Darlington, Rhode Island, New York, New York, Pawtucket, Rhode Island, Philadelphia, Pennsyl- vania, Phillipsdale, Rhode Island, Providence, Rhode Island, Rich- mond, Virginia, Silver Springs, Rhode Island

FROM	TO
Gulf of Mexico Ports, viz.:	Groups, viz.:
Algiers .....Louisiana	
Galveston .....Texas	
Gretna .....Louisiana	
Gulfport .....Mississippi	
Key West .....Florida	
Mobile .....Alabama	
New Orleans ....Louisiana	
Pensacola .....Florida	
Port Arthur .....Texas	
Port Bolivar .....Texas	
Port Chalmette ..Louisiana	
Texas City .....Texas	
Westwego .....Louisiana	
on traffic imported	
	Cairo, Illinois, Chicago, Illinois, Cin-
	cinnati, Ohio, Davenport, Iowa, Du-
	buque, Iowa, Evansville, Indiana, Indianapolis, Indiana, Louisville, Kentucky, Milwaukee, Wisconsin, Peoria, Illinois, Springfield, Illinois, St. Louis, Missouri, St. Paul, Min- nesota

FROM	TO
	Groups, viz.:
Humboldt .....Tennessee	Alexandria, Virginia, Baltimore, Mary- land, Boston, Massachusetts, Dar- lington, Rhode Island, Hagerstown, Maryland, New York, New York, Pawtucket, Rhode Island, Philadel- phia, Pennsylvania, Phillipsdale, Rhode Island, Potomac Yards, Vir- ginia, Providence, Rhode Island, Richmond, Virginia, Silver Springs, Rhode Island, Washington, District of Columbia
Milan .....Tennessee	

# INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION —CONTINUED

## NORTHBOUND—Continued.

FROM	TO
Paducah .....Kentucky	Central Freight Association Territory (east of Illinois-Indiana State Line), New England Freight Association Terri- tory, Trunk Line Association Territory

## SOUTHBOUND

FROM	TO
Canadian Freight Association Territory, Central Freight Association Territory; also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group, points in Wisconsin on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., and Green Bay Group, Kewaunee, Marinette, Wisconsin, Menominee, Manistique, Michigan, New England Freight Association Territory, Trunk Line Association Territory .....	Covington, Henderson, Louisville, Maysville, Newport, and Owensboro, Kentucky

FROM	TO
Canadian Freight Association Territory .....	Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group points in Wisconsin on C. & N.-W. Ry., north of Milwaukee to Manitowoc, inc., Green Bay Group, Kewaunee, Marinette, Wisconsin, Menominee, Manistique, Michigan, New England Freight Association Territory, Trunk Line Association Territory

FROM	TO
Canadian Freight Association Territory, Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group, points in Wisconsin on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., and Green Bay Group, Kewaunee, Marinette, Wisconsin, Menominee, Manistique, Michigan, New England Freight Association Territory, Trunk Line Association Territory .....	Bristol, Virginia-Tennessee



# INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION —CONTINUED

## SOUTHBOUND—Continued.

FROM	TO
Canadian Freight Association Territory,	Clarksville, Tennessee, Memphis, Tennessee, Mobile, Alabama, Nashville, Tennessee, New Orleans, Louisiana, Norton, Virginia, Paducah, Kentucky, Pensacola, Florida, Port Chalmette, Louisiana, St. Paul, Virginia
New England Freight Association Territory,	
Trunk Line Association Territory .....	

FROM	TO
Central Freight Association Territory, also Illinois, points in Iowa and Missouri adjacent to Mississippi River, Milwaukee Group, points in Wisconsin on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., and Green Bay Group, Kewaunee, Marinette, Wisconsin, Menominee, Manistique, Michigan.	St. Paul, Virginia South Atlantic Ports, viz.: Brunswick, Georgia, Charleston, Georgia, Jacksonville, Florida, Savannah, Georgia, Virginia Ry. stations

FROM	TO
Cairo ..... Illinois	(For export.)
Chicago ..... Illinois	Gulf of Mexico Ports, viz.: Algiers, Louisiana, Galveston, Texas, Gretna, Louisiana, Gulfport, Mississippi, Key West, Florida, Mobile, Alabama, New Orleans, Louisiana, Pensacola, Florida, Port Arthur, Texas, Port Bolivar, Texas, Port Chalmette, Louisiana, Texas City, Texas, Westwego, Louisiana.
Cincinnati ..... Ohio	
Davenport ..... Iowa	
Dubuque ..... Iowa	
Evansville ..... Indiana	
Indianapolis ..... Indiana	
Louisville ..... Kentucky	
Milwaukee ..... Wisconsin	
Peoria ..... Illinois	
Springfield ..... Illinois	
St. Louis ..... Missouri	
St. Paul ..... Minnesota	

FROM	TO
Central Freight Association Territory (east of Indiana-Illinois State Line) .....	(For export to Cuba.)
	Gulf of Mexico Ports, viz.: Algiers, Louisiana, Galveston, Texas, Gretna, Louisiana, Gulfport, Mississippi, Key West, Florida, Mobile, Alabama, New Orleans, Louisiana, Pensacola, Florida, Port Arthur, Texas, Port Bolivar, Texas, Port Chalmette, Louisiana, Texas City, Texas, Westwego, Louisiana.

FROM	TO
Central Freight Association Territory (east of Indiana-Illinois State Line) .....	Paducah, Kentucky

## INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION

—CONTINUED

## SOUTHBOUND—Continued.

FROM

TO

Groups, viz.:

Duluth ..... Minnesota  
 Green Bay ..... Wisconsin  
 Hancock ..... Michigan  
 Houghton ..... Michigan  
 Marquette ..... Michigan  
 Michigamme ..... Michigan  
 Sault Ste. Marie.. Michigan  
 St. Paul ..... Minnesota  
 Winona ..... Minnesota

C. & N.-W. Ry. stations in Wisconsin north of Milwaukee to Manitowoc, also Kewaunee.

Missouri River Crossings, viz.:

Atchison ..... Kansas  
 Council Bluffs ..... Iowa  
 Kansas City ..... Missouri  
 Leavenworth ..... Kansas  
 Omaha ..... Nebraska  
 South Omaha .... Nebraska  
 St. Joseph ..... Missouri  
 on traffic originating in the states of Idaho, Montana, Oregon, and Washington ..

Central Freight Association Territory  
 (east of Illinois-Indiana State Line),  
 Henderson, Louisville, Owensboro, Kentucky

## WESTBOUND

FROM

TO

Buffalo ..... New York  
 Pittsburgh ... Pennsylvania

Dump Creek Line of Carolina, Clinchfield  
 & Ohio Ry.

FROM

TO

Canadian Freight Association Territory,

Central Freight Association Territory (east of Indiana-Illinois State Line)

New England Freight Association Territory,

Trunk Line Association Territory.

All stations in Illinois except  
 C. & N.-W. Ry. stations, viz.:  
 Galena and Millbrig,  
 C. M. & St. P. Ry. stations north of Rockford and Freeport, and Ill. Cent. R. R. Stations north of Freeport.  
 Stations in Iowa on and east of a line drawn from Dubuque, Iowa, via C. M. & St. P. Ry. to Muscatine, inclusive; thence via M. N. & S. Ry. to Wapello; thence via C. R. I. & P. Ry. to Burlington; thence via C. B. & Q. Ry. to and including Keokuk and Moar  
 Stations in Missouri, viz.:  
 St. Louis, also stations on and east of a line drawn via C. B. & Q. R. R. from Louisiana to Alexandria, inc.  
 Milwaukee Group, also via routes across Lake Michigan to stations in Wisconsin on the C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc. Kewaunee and Marinette, Wisconsin, Menominee, and Manistique, Michigan

INTERTERRITORIAL APPLICATION OF OFFICIAL CLASSIFICATION  
—CONCLUDED

WESTBOUND—Continued.

FROM	TO
Canadian Freight Association Territory, New England Freight Association Territory, Trunk Line Association Territory, Groups viz: Buffalo, N. Y. Erie, Pa. Pittsburgh, Pa. Wheeling, W. Va.	Lexington, Kentucky Group, Hickman, Kentucky

FROM	TO
Canadian Freight Association Territory, New England Freight Association Territory, Trunk Line Association Territory.	Groups, viz: Duluth, Minnesota, Hancock, Michigan, Houghton, Michigan, Marquette, Michigan, Michigamme, Michigan, St. Paul, Minnesota, Winona, Minnesota Missouri River Crossings, viz.: Atchison, Kansas, Council Bluffs, Iowa, Kansas City, Missouri, Leavenworth, Kansas, Omaha, Nebraska, South Omaha, Nebraska, St. Joseph, Missouri.....
	On traffic to Idaho, Montana, Oregon, and Washington

FROM	TO
Central Freight Association Territory (east of Indiana-Illinois State Line) ..... Covington .....Kentucky Henderson .....Kentucky Louisville .....Kentucky Maysville .....Kentucky Owensboro .....Kentucky	Groups, viz.: Duluth, Minnesota, Green Bay, Wisconsin, Hancock, Michigan, Houghton, Michigan, Marquette, Michigan, Michigamme, Michigan, Milwaukee, Wisconsin, New London, Minnesota, St. Paul, Minnesota, Winona, Minnesota, Points on C. & N.-W. Ry. north of Milwaukee to Manitowoc, inc., Kewau-nee and Marinette, Wisconsin, Manistique and Menominee, Michigan

FROM	TO
North Carolina .....	Memphis, Tennessee, Nashville, Tennessee



# 5. INTERTERRITORIAL APPLICATION OF SOUTHERN CLASSIFICATION

## EASTBOUND

### FROM

### TO

#### Groups, viz.:

Chicago .....Illinois  
Davenport .....Iowa  
Indianapolis .....Indiana  
Peoria .....Illinois  
Milwaukee .....Wisconsin

Virginia cities, viz.:  
Alberta, Alta Vista,  
Brookneal, Burke-  
ville, Kilby, Jarratt,  
Lynchburg, Meher-  
rin, Norfolk, Peters-  
burg, Pinners Point,  
Portsmouth, Rich-  
mond, Roanoke,  
Suffolk, and St.  
Paul, Virginia

On traffic destined  
to points in the  
states of Geor-  
gia, North Caro-  
lina, South Caro-  
lina, Tennessee,  
and Virginia

## NORTHBOUND

### FROM

### TO

Boyce .....Tennessee  
Chattanooga .....Tennessee  
McCarty .....Tennessee  
Rossville .....Tennessee

L. & N. R. R. stations in Indiana and  
Illinois.

### FROM

### TO

Central City .....Kentucky  
Gracey .....Kentucky  
Hopkinsville .....Kentucky  
Nortonville .....Kentucky

Group, viz.:  
Chicago, Illinois

### FROM

### TO

#### Groups, viz.:

Gulfport .....Mississippi  
Mobile .....Alabama  
New Orleans ....Louisiana  
Pensacola .....Florida  
Port Chalmette ..Louisiana  
Vicksburg .....Mississippi

#### Groups, viz.:

Cairo and Chicago, Illinois, Cincin-  
nati, Ohio, Dubuque, Iowa, Evans-  
ville and Jeffersonville, Indiana,  
Milwaukee, Wisconsin, and St.  
Louis, Missouri

### FROM

### TO

Memphis .....Tennessee

#### Groups, viz.:

Cairo and Chicago, Illinois, Cincin-  
nati, Ohio, Evansville and Jefferson-  
ville, Indiana, Milwaukee, Wiscon-  
sin, Peoria, Illinois, St. Louis, Mis-  
souri, and Springfield, Illinois

### FROM

### TO

New Orleans .....Louisiana

Ashley and Eldorado, Illinois

### FROM

### TO

New Orleans .....Louisiana  
Port Chalmette ....Louisiana

M. & O. R. R. stations in Illinois (be-  
tween Cairo and East St. Louis)

# INTERTERRITORIAL APPLICATION OF SOUTHERN CLASSIFICATION—CONTINUED

## NORTHBOUND—Continued.

FROM	TO
Ohio River Crossings, viz.:	Groups, viz.: Chicago, Illinois, Davenport, Iowa, Indianapolis, Indiana, Milwaukee, Wisconsin, and Peoria, Ill.
Brookport Illinois	
Cairo ..... Illinois	
Cincinnati ... Ohio	
Evansville Indiana	
Jeffersonville	
Indiana	
Metropolis Illinois	
Mounds ... Illinois	
New Albany	
Indiana	
Thebes Transfer	Groups, viz.: Chicago, Illinois, Davenport, Iowa, Indianapolis, Indiana, Milwaukee, Wisconsin, and Peoria, Ill.
Illinois	
North Carolina, South Carolina, Tennessee, and Virginia	

FROM	TO
Paducah ..... Kentucky	Groups, viz.: Chicago, Illinois, Milwaukee, Wisconsin, Peoria and Springfield, Illinois, and St. Louis, Mo.

FROM	TO
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.	Cairo, Illinois, Group, Canadian Freight Association Territory, Cincinnati, Ohio, Group, Evansville and Jeffersonville, Indiana, Group, New England Freight Association Territory, Trunk Line Association Territory, St. Louis, Missouri, Group

FROM	TO
Stations in Mississippi and Tennessee known as Interior Mississippi and Western Tennessee Junction points	Groups, viz.: Cairo and Chicago, Illinois, Cincinnati, Ohio, Evansville and Jeffersonville, Indiana, Milwaukee, Wisconsin, Peoria and Peoria, Illinois, St. Louis, Missouri

## SOUTHBOUND

FROM	TO
Groups, viz.:	N. C. & St. L. Ry. stations
Alton ..... Illinois	
Streator ..... Illinois	
Springfield ..... Illinois	
Terre Haute ..... Indiana	

# INTERTERRITORIAL APPLICATION OF SOUTHERN CLASSIFICATION—CONTINUED

## SOUTHBOUND—Continued.

FROM	TO
Groups, viz.:	Alabama, Kentucky (stations on the M. & O. R. R.), Louisiana, Mississippi, and Tennessee
Alton ..... Illinois	
Springfield ..... Illinois	

FROM	TO
Groups, viz.:	Groups, viz.:
Atchison ..... Kansas	Friar's Point and Greenville, Mississippi, Helena, Arkansas, Rosedale, Gulfport and Natchez, Mississippi, Mobile, Alabama, also Jackson and Meridian, Mississippi
Council Bluffs ..... Iowa	
Kansas City ..... Missouri	
Leavenworth ..... Kansas	
Lincoln ..... Nebraska	
Nebraska City .. Nebraska	
Omaha ..... Nebraska	
St. Joseph ..... Missouri	
Sioux City ..... Iowa	
South Omaha .... Nebraska	
	N. C. & St. L. Ry., A. & V. Ry., G. & S. I. R. R., M. C. R. R., N. O. & N. E. R. R., N. O. G. N. R. R., and N. O. M. & C. R. R. stations

FROM	TO
Groups, viz.:	Acca, Fredericksburgh, Hampton, Lynchburg, Manchester, Norfolk, Old Point Comfort, Petersburg, Portsmouth, Richmond, Soldiers Home, and Southern Stock Yards, Virginia
Baltimore ..... Maryland	
New York ..... New York	
Philadelphia . Pennsylvania	

FROM	TO
Buffalo, New York, Group,	Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
Chicago, Illinois, Group,	
Milwaukee, Wisconsin, Group,	
New England Freight Association Territory,	
Pittsburgh, Pennsylvania,	
Group,	
Trunk Line Association Territory.	

FROM	TO
Central Freight Association Territory (east of the Indiana-Illinois State Line)	Groups, viz.: Gulfport, Mississippi, Memphis, Tennessee, Mobile, Alabama, New Orleans, Louisiana, Pensacola, Florida, Vicksburg, Mississippi
Cairo, Illinois, Group,	
Minneapolis, Minnesota, Group,	
Chicago, Illinois, Group,	
Milwaukee, Wisconsin, Group,	
Peoria, Illinois, Group,	
Springfield, Illinois, Group,	
St. Louis, Missouri, Group,	
St. Paul, Minnesota, Group,	



# INTERTERRITORIAL APPLICATION OF SOUTHERN CLASSIFICATION—CONTINUED

## SOUTHBOUND—Continued.

FROM	TO
Groups, viz.:	
Cairo ..... Illinois	Alabama, Kentucky, Georgia, Florida, North Carolina, South Carolina, Mississippi, Louisiana (east of the Mississippi River), Tennessee, and Virginia
Cincinnati ..... Ohio	
Evansville ..... Indiana	
Jeffersonville ..... Indiana	
St. Louis ..... Missouri	

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	Ohio River Crossings, viz.: Brookport, Illinois, Bond Hill, Ohio, Cairo, Illinois, Cincinnati, Ohio, Clare, Ohio, Evansville, Indiana, Irondale, Ohio, Jeffersonville, Indiana, Metropolis, Illinois, Mounds, Illinois, New Albany, Indiana, Thebes, Illinois, Thebes Transfer, Illinois.....
Davenport ..... Iowa	
Indianapolis ..... Indiana	
Milwaukee ..... Wisconsin	
Peoria ..... Illinois	
	On traffic destined to Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	Tenn. Cent. R. R., stations Interior Mississippi and Western Tennessee Junction points N. C. & St. L. Ry. stations St. L.-S. F. Ry. stations in Mississippi, Central City, Elizabethtown, Fordsville, Hopkinsville, Macey, Morganfield, and Nortonville, Kentucky
Milwaukee ..... Wisconsin	
St. Louis ..... Missouri	

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	A. & V. Ry., G. & S. I. R. R., Miss. Cent. R. R., N. O. & N. W. R. R., N. O. & G. W. R. R. and N. O. M. & C. R. R. stations
Milwaukee ..... Wisconsin	
St. Louis ..... Missouri	

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	Hickman, Kentucky, Jackson, Mississippi, Mobile, Alabama, Memphis, Tennessee, Meridian, Mississippi, Pensacola, Florida, and Paducah, Kentucky
Milwaukee ..... Wisconsin	
St. Louis ..... Missouri	

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	Alabama and Kentucky (on the M. & O. R. R.), Louisiana, (east of the Mississippi River) Mississippi, and Tennessee
Milwaukee ..... Wisconsin	
St. Louis ..... Missouri	

# INTERTERRITORIAL APPLICATION OF SOUTHERN CLASSIFICATION—CONCLUDED

## SOUTHBOUND—Continued.

FROM TO  
Davenport, Iowa, Group..... Tenn. Cent. R. R. stations

FROM TO  
Groups, viz.:

Green Bay .....	Wisconsin	{	Alabama, Florida, Georgia, Kentucky (south of south bank of Ohio River), North Carolina, South Carolina, Tennessee, and Virginia
Kenosha .....	Wisconsin		
Marinette .....	Wisconsin		
Menominee .....	Michigan		
Minneapolis .....	Minnesota		
St. Paul .....	Minnesota		

FROM TO  
Illinois Central R. R. stations  
in Illinois }  
Southern Ry. stations in Illinois } Tenn. Cent. R. R. stations  
and Indiana }

FROM TO  
Groups, viz.:

Indianapolis .....	Indiana	{	N. C. & St. L. Ry. stations Interior Mississippi and Western Tennessee Junction points
Peoria .....	Illinois		
		{	Alabama, Kentucky, Louisiana, Mississippi, and Tennessee

FROM TO (For export.)  
Groups, viz.:

Kansas City .....	Missouri	{	Gulf Ports, viz.: Algiers, Louisiana, Galveston, Texas, Gretna, Louisiana, Gulfport, Mississippi, Mobile, Alabama, New Orleans, Louisiana, Pensacola, Florida, Port Arthur, Texas, Fort Bolivar, Texas, Port Chalmette, Louisiana, Texas City, Texas, and Westwego, Louisiana
Lincoln .....	Nebraska		
Omaha .....	Nebraska		

FROM TO  
Group, viz.:

Pana .....	Illinois	{	Interior Mississippi & Western Tennessee Junction points N. C. & St. L. Ry. stations

FROM TO  
Groups, viz.:

Minneapolis .....	Minnesota	{	Jackson and Meridian, Mississippi
Peoria .....	Illinois		
Springfield .....	Illinois		
St. Paul .....	Minnesota		

FROM TO  
Groups, viz.:

Peoria .....	Illinois	{	Hickman and Paducah, Kentucky
Springfield .....	Illinois		

FROM TO  
Youngstown, Ohio, Group... { Georgia, North Carolina, South Carolina, Tennessee, and Virginia

## 6. INTERTERRITORIAL APPLICATION OF TEXAS CLASSIFICATION

FROM	TO
Gulf Ports, viz.:	Texas
Algiers .....Louisiana	
Gretna .....Louisiana	
New Orleans ....Louisiana	
Port Chalmette ..Louisiana	
Westwego .....Louisiana on import traffic	

7. INTERTERRITORIAL APPLICATION OF WESTERN  
CLASSIFICATION

## EASTBOUND

FROM	TO
British Columbia, Canada,	Canadian Freight Association Territory, Central Freight Association Territory, New England Freight Association Territory, Southeastern Freight Association Territory, Southeastern Mississippi Valley Association Territory, Trunk Line Association Territory

FROM	TO
Groups, viz.:	Groups, viz.:
Colorado Springs Colorado	Baltimore, Maryland, Boston, Massachusetts, New York, New York, Philadelphia, Pennsylvania, Providence, Rhode Island
Denver .....Colorado	
Pueblo .....Colorado	
Trinidad .....Colorado	

FROM	TO
Southwestern Tariff Committee Territory, Trans-Continental Freight Bureau Territory,	Canadian Freight Association Territory, Central Freight Association Territory, New England Freight Association Territory, Southeastern Freight Association Territory, Southeastern Mississippi Valley Association Territory, Trunk Line Association Territory

FROM	TO
Western Classification Territory except points in Illinois	Stations in Illinois and Indiana, on, west, and north of line drawn via N. Y. C. R. R. from Chicago to Danville, Illinois, thence via C. & E. I. R. R. to Tuscola, thence via the Ill. Cent. R. R. through Mattoon and Neoga to Effingham, thence via P. C. C. & St. L. R. R. to and including East St. Louis, Illinois



# INTERTERRITORIAL APPLICATION OF WESTERN CLASSIFICATION

## —CONTINUED

### NORTHBOUND

FROM	TO
Algiers .....	Louisiana
Gretna .....	Louisiana
Gulfport .....	Mississippi
Mobile .....	Alabama
New Orleans .....	Louisiana
Pensacola .....	Florida
Port Chalmette ....	Louisiana
Westwego .....	Louisiana
(On import traffic from Asia, Australia, Europe, New Zealand, and Philip- pine Islands)	Groups, viz.: Atchison, Kansas, Cedar Rapids, Iowa, Denver, Colorado, Des Moines, Iowa, Fremont, Nebraska, Kansas City, Mis- souri, Leavenworth, Kansas, Lincoln, Nebraska, Omaha, Nebraska, St. Jo- seph, Missouri, Salt Lake City, Utah, Sioux City, Iowa, Sioux Falls, South Dakota, and South Omaha, Nebraska

FROM	TO
California, Nevada, and Utah	Manitoba, Canada

FROM	TO
Ohio River Crossings, viz.:	Groups, viz.:
Brookport .....	Illinois
Cairo .....	Illinois
Cincinnati .....	Ohio
Evansville .....	Indiana
Jeffersonville .....	Indiana
Louisville .....	Kentucky
New Albany .....	Indiana
Thebes .....	Illinois
	Duluth, Minnesota, Minneapolis, Min- nesota, St. Paul, Minnesota, Wino- na, Minnesota (on traffic originat- ing in Alabama, Georgia, Florida, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia)

FROM	TO
Mexico .....	Colorado

FROM	TO
Groups, viz.:	
Mobile .....	Alabama
Vicksburg .....	Mississippi
	Kansas, Missouri, and Nebraska

FROM	TO
Groups, viz.:	Groups, viz.:
Memphis .....	Tennessee
Mobile .....	Alabama
	Colorado Springs, Colorado, Denver, Colorado, Ogden, Utah, Pueblo, Colo- rado, Salt Lake City, Utah, Trini- dad, Colorado

# INTERTERRITORIAL APPLICATION OF WESTERN CLASSIFICATION —CONTINUED

## NORTHBOUND—Continued.

FROM	TO
Groups, viz.:	Groups, viz.:
New Orleans .... Louisiana	{ Cedar Rapids, Iowa, Duluth, Minne- sota, Kansas City, Missouri, Lincoln, Nebraska, Omaha, Nebraska, St. Jo- seph, Missouri, St. Paul, Minnesota, Sioux City, Iowa, Sioux Falls, South Dakota
Port Chalmette .. Louisiana	

## SOUTHBOUND

FROM	TO
Groups, viz.:	
Chicago ..... Illinois	{ Cairo, East Hannibal, Gale, Thebes, Illi- nois (on traffic destined to Arkansas and Missouri)
Milwaukee ..... Wisconsin	
Peoria ..... Illinois	

FROM	TO
Colorado and Wyoming .....	Mexico

FROM	TO
Groups, viz.:	Groups, viz.:
Colorado Springs, Colorado	{ Memphis, Tennessee Mobile, Alabama
Denver ..... Colorado	
Ogden ..... Utah	
Pueblo ..... Colorado	
Salt Lake City ..... Utah	
Trinidad ..... Colorado	

FROM	TO
Groups, viz.:	
Davenport ..... Iowa	{ Mexico
Fox River ..... Wisconsin	
Kansas City ..... Missouri	
Omaha ..... Nebraska	
St. Louis ..... Missouri	

FROM	TO
Kansas, Missouri, Nebraska..	{ Groups, viz.:
	Mobile, Alabama, Vicksburg, Mississippi

FROM	TO
Groups, viz.:	
Ashland ..... Wisconsin	{ Brookport, Cairo, Illinois, Cape Girar- deau, Missouri, Cincinnati, Ohio, Evans- ville, Jeffersonville, Indiana, Louis- ville, Kentucky, New Albany, Indiana, Paducah, Kentucky, Thebes, Illinois (on traffic south of Kentucky and Vir- ginia, and east of Illinois Central R. R., Cairo, Illinois, to Jackson, Tennes- see, and east of the Mobile & Ohio R. R., Jackson, Tennessee, to Mobile, Alabama)
Duluth ..... Minnesota	
Minneapolis ..... Minnesota	
Minnesota Transfer	
St. Paul ..... Minnesota	
Superior ..... Wisconsin	
Winona ..... Minnesota	

# INTERTERRITORIAL APPLICATION OF WESTERN CLASSIFICATION

## —CONTINUED

### WESTBOUND

FROM

TO

Groups, viz.:

Brookport .....	Illinois
Cairo .....	Illinois
Evansville .....	Indiana
Joppa .....	Illinois
Metropolis .....	Illinois
Paducah .....	Kentucky
Thebes .....	Illinois

Missouri, Kansas, and Nebraska to which  
through joint rates are published

FROM

TO

Canadian Freight Association Territory,
Central Freight Association Territory,
New England Freight Association Territory,
Southeastern Freight Association Territory,
Southeastern Mississippi Valley Association Territory
Trunk Line Association Territory

Southwestern Tariff Committee Territory  
Territory of the Pacific  
Freight Tariff Bureau

FROM

TO

Cannelton .....	Indiana
Evansville .....	Indiana
Mt. Vernon .....	Indiana
†Owensboro .....	Kentucky
Rock Hill .....	Indiana
Rockport .....	Indiana
Tell City .....	Indiana
Troy .....	Indiana

Mississippi River Crossings (East St. Louis to East Dubuque, Inc.), when  
destined to Trans-Missouri Territory

† Applies to East St. Louis, Ill., only

FROM

TO

Central Freight Association Territory and adjacent points east and south thereof in New York, Pennsylvania and West Virginia..
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Kansas, to which through joint rates  
are published



INTERTERRITORIAL APPLICATION OF WESTERN CLASSIFICATION  
—CONCLUDED

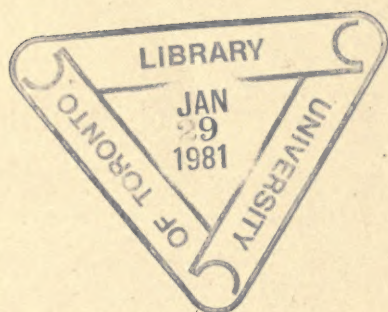
## WESTBOUND—Continued.

FROM	TO
Central Freight Association Territory, Minnesota, New England Freight Association Territory, North Dakota, Southeastern Freight Association Territory, Southeastern Mississippi Valley Association Territory, South Dakota, Trunk Line Association Territory	British Columbia, Canada
FROM	TO
Stations in Illinois and Indiana located on, west, and north of line drawn via N. Y. C. R. R. from Chicago to Danville, Illinois, thence via C. & E. I. R. R. to Tuscola, thence via the Ill. Cent. R. R. through Mattoon and Neoga to Effingham, thence via P. C. C. & St. L. R. R. to and including East St. Louis, Illinois .....	Western Classification Territory, except points in Illinois
FROM	TO
Mobile ..... Alabama New Orleans ..... Louisiana Port Chalmette .... Louisiana	Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, Utah, and Wyoming
FROM	TO
Baltimore ..... Maryland New York ..... New York Philadelphia ... Pennsylvania Tompkinsville .... New York on import traffic	Lincoln, Nebraska









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